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TIME-TABLE.

	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon dep.	6.41	9.15	10.28	12.00	1.18	4.34	5.27	7.09
Yaumati dep.	6.51	9.25	10.38	12.09	1.27	4.43	5.37	7.20
Shatin dep.	7.08	9.38	10.50	12.21	1.39	4.55	5.50	7.32
Taipo dep.	7.17	9.52	11.03	12.34	1.52	5.08	6.03	7.45
Taipo Market ...dep.	7.22	9.57	11.08	12.38	1.56	5.12	6.07	7.49
Fanling dep.	7.33	10.08	11.19	12.48	2.06	5.23	6.17	7.59
Sheung Shui ...dep.	7.38	10.13	11.23	12.52	2.10	5.27	6.21	8.03
Shum Chun arr.	7.44	10.19	11.29	12.58	2.16	5.33	6.27	8.09

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Shum Chun.....dep.	7.22	8.06	10.37	11.40	2.58	4.36	5.12	6.05
Sheung Shui ...dep.	7.29	8.13	10.44	11.47	3.05	4.44	5.19	6.12
Fanling dep.	7.33	8.18	10.48	11.51	3.10	4.49	5.23	6.17
Taipo Market ...dep.	7.43	8.29	10.58	12.02	3.21	5.01	5.33	6.27
Taipo dep.	7.47	8.34	11.03	12.07	3.27	5.08	5.37	6.31
Shatin dep.	8.00	8.47	11.16	12.21	3.40	5.23	5.50	6.44
Yaumati dep.	8.14	8.59	11.28	12.34	3.53	5.37	6.02	6.56
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	A.M.	A.M.	P.M.	P.M.		A.M.	A.M.	P.M.	P.M.
Fanling ...dep.	7.45	11.30	2.30	6.30	Shataukok...dep.	6.30	10.15	1.05	5.00
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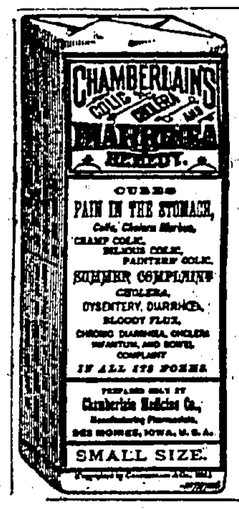
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TEN YEARS OF THE PANAMA CANAL.

INTEROCEANIC TRAFFIC FIGURES.

NICARAGUA NEXT.

[BY D. I. MURPHY, FORMER SECRETARY ISTHMIAN CANAL COMMISSION.]

August 10th.

Next Friday will mark the tenth anniversary of the opening of the Panama Canal and the close of a decade of successful operation.

Early on the morning of August 15th, 1914, the American steamship *Ancon*, with many distinguished guests on board, sailed from sea to sea without a hitch, completing the passage in nine hours and forty minutes. In succeeding days other ships followed in unexpected numbers, the first foreign vessel being the *Daldorch*, on August 22nd. The *Daldorch* was to have sailed around Cape Horn from Tacoma to Liverpool with a cargo of wheat, but the breaking out of the World War made it necessary for her to go through the Canal so as to get the wheat to its destination as quickly as possible. By changing her route she saved forty days of sea-voyage. Warships of various nations followed, the first being the Peruvian destroyer, *Teniente Rodriquez*, returning to home waters from the Amazon.

From the opening day to December 31st, 1914, 350 ships had passed safely through the Canal, and in the year following the number had increased to 1,154, carrying a million and three-quarter tons of cargo. Down to the close of 1923 no fewer than 22,575 ships, with nearly ninety-five million tons of cargo, were carried from sea to sea without a single mishap.

The records of the Canal Commission for the nine fiscal years ending June 30th, 1923, show, as was to be expected, that American vessels utilising the canal outnumbered all others. The total transits in those years were 19,802, of which American vessels numbered, 7,835, carrying 35,085,489 tons of cargo. In these figures are included coasters trading between ports in the United States, in which commerce foreign vessels are not permitted to engage.

Great Britain came next in number of transit, 6,687 ships all told, with 26,485,241 tons of cargo—followed in order of importance by Norway, Japan, Chili, Denmark, Holland, Peru, France, Sweden, Spain, Italy, and Germany.

The year 1923 was prosperous for the canal beyond precedent or expectation, and it is reasonably certain that in a few more years the entire cost of construction can be covered from tolls that are neither excessive nor burdensome.

CANAL PROJECTS.

It is strange that the bay into which Columbus sailed on his last voyage to the New World should, over four hundred years later, be the Atlantic entrance to the Panama Canal. Shortly after he had given up his quest for the supposed passage to the Indies and returned to Spain, there arrived on the Isthmus a most remarkable man, Vasco Nunez de Balboa, with a party of advanturers. Balboa, marrying the daughter of an Indian chief, soon became the dominant spirit in the Spanish possessions in America, and in 1513, with a number of followers, he made the toilsome journey from Atlantic to Pacific. On the 25th day of September in that same year he discovered the Pacific Ocean, which he named the "South Sea," and of which he took formal possession in the name of the Spanish Emperor. Among his followers was a Spanish engineer, Alvaro de Saavedra Ceron, to whom must be given the distinction of being the first to conceive the idea of an inter-oceanic canal. Returning to the Atlantic coast with Balboa. Saavedra made numerous surveys, and prepared plans to be transmitted to the Emperor, Charles V., but whether these ever reached their destination is questionable.

About 1534 Pascual de Andagoya, Inspector-General of the Indies, probably by command of Charles, caused several surveys to be made for a possible canal, but in the report to His Majesty Andagoya pronounced the undertaking impossible because of the fabulous expenses it would entail. After the Emperor's death his son and successor, Philip II., considered Andagoya's plans, but his advisors urged the folly of a work which they considered impious, Almighty Wisdom having place an irremovable barrier between the two oceans.

A 17TH CENTURY ATTEMPT.

And so the idea of a water-way between the Atlantic and Pacific was dropped, and, apparently, forgotten for over two centuries. It was revived, however, late in the seventeenth century, when William Paterson, one of the directors of the Bank of England, was given royal authority to establish a colony in Darien—the construction of a canal between the oceans being his ultimate object. The colony was established, but the deadly diseases of the tropics and the fierce attacks of the Spaniards so reduced his party that the survivors were forced to return to England. Again, in 1780, the British Government sent out another expedition, this time to Nicaragua, under command of Major Polson the future Admiral Nelson being one of his officers. Disease and death played such havoc with the expedition that it also was forced to return.

DE LESSEPS FAILURE.

The loss of Spain's American possessions having put an end to Spanish activity in America, the United States made two investigations which came to nothing, and it was left for the French to begin the gigantic task. On New Year's Day, 1880, the work was started on the Isthmus, under the leadership of Ferdinand de Lesseps. The story of de Lesseps's operations in Panama is too recent and too tragic to dwell upon; circumstances quite beyond his control were responsible for the lamentable failure of the enterprise.

For the third time, the American Congress took up the canal project, and on June 28th, 1902, authorised President Roosevelt to negotiate for the purchase of the French rights and property in Panama. The proposition was accepted by the French company and the purchase completed; and the United States, in consideration of the transfer of 120,000 acres of land, gave the Republic of Panama ten million dollars, and these acres now constitute the Canal zone.

THE "IRREMOVABLE BARRIER."

The first great problem to be solved was the "irremovable barrier" of the Spaniards, Culebra Mountain. A passage nine miles long had to be cut through it—120 feet deep, 300 feet wide at bottom, and one-third of a mile at top—figures which convey but a faint idea of its magnitude, and no idea whatever of the heart-breaking obstacles that had to be overcome. In round figures, 260,000,000 cubic yards of rock and earth had to be torn from the mountain before the task was finished. Nearly twenty million pounds of high explosives, largely dynamite, were employed in the work of blasting. The digging of the Suez Canal, which made de Lesseps famous, was child's play compared with the work in Panama, the eighty miles of level sandy soil at Suez presenting none of the terrific problems that had to be solved by American engineers in Panama.

Another knotty problem was the Chagres River, which at times became a raging torrent rushing madly to the sea, leaving death and destruction in its wake. To harness that wild stream required the creation of a great reservoir, into which its turbulent waters could be diverted. A dam over a hundred feet high, a mile and a half long, and half a mile broad, had to be built across Chagres Valley. Into Lake Gatun, as it is called, the Chagres River, even in its worst tantrums, hardly makes a ripple on the surface.

SANITARY PROBLEMS.

The French had expended in their operations about three hundred millions of dollars, but, unhappily, the time had not arrived when such a stupendous enterprise could be successfully carried out. Medical science had not then discovered that the deadliest scourge of the tropics, yellow fever, was caused only by mosquitoes of the evil stegomyia family. These pests had completely vanquished the French, counting their victims by thousands, high officials as well as negro workers. Luckily, Dr. William C. Gorgas, ranking as major in the American Army, had been made chief sanitarian of the Isthmus after his wonderful yellow fever campaign in Havana. Dr. Gorgas was fortunate in having the assistance of Major (now Sir) Ronald Ross, an Englishman, who had been called into the sanitary service and who had previously discovered that another brand of mosquoto, the anopheles, was the cause of Malaria. Gorgas had every stagnant pool along the line of canal, every ditch, every breeding place of the mosquito covered with a film of kerosene to destroy the larvae. Every house, office, shop, and hotel connected with the canal, and in the cities of Panama and Colon, he had screened by fine wire netting to keep out the pests.

The canal has brought Japanese, New Zealand, and Australian ports nearer to New York than to London. Actually Yokohama is nearer by 892 miles, Sydney by 1,612, Auckland by 3,660, and Wellington by 3,717 miles. Per contra, the whole western coast of the United States has been brought thousands of miles closer to London and other European ports—an advantage that will doubtless balance otherwise might have been a loss. If the shortening of a sea voyage, even by a few hundred miles, results in lower transportation costs and stimulation of trade, how much greater must be the effect upon commerce when, not only hundreds, but thousands of miles are eliminated!

THE NICARAGUA ROUTE.

Before the completion of the canal, experts differed as to the relative merits of Panama and Nicaragua as routes of inter-oceanic communication. Negotiations were carried on with Nicaragua as far back as 1884, and in 1889 the construction of a canal was actually begun on the Atlantic side. Three years later the company's resources were exhausted, and the project was abandoned.

The routes across Nicaragua is about 156 miles in a straight line, but more than one-third of that distance is covered by Lake Nicaragua. This great body of water has an area of 3,000 square miles, its surface being 105 feet above sea-level, and it is connected with the San Juan River. The Nacaraguan route begins near Greytown, thence by canal to Lake Nicaragua, after passing through which it goes through the valleys of Rio del Medio and the Rio Grande to Brito on the Pacific. It is safe to predict that the next canal to be constructed by the United States will follow that particular route.—*Observer.*

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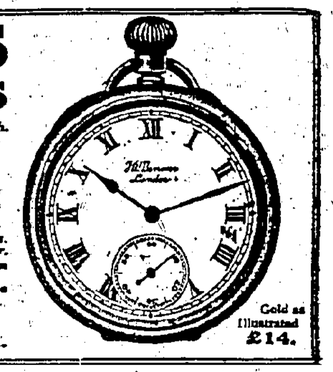
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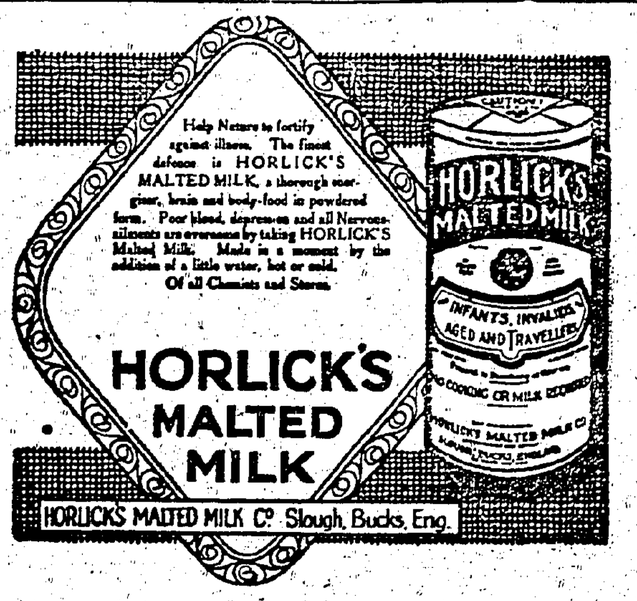
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THE TRADE OF LAPPA.

CHINA'S UNEQUALLED RECUPERATIVE POWERS.

TRADE SURVIVES UNDER THE WORST CONDITIONS.

Reporting on the trade of 1923, Mr. E. Lebas, Commissioner of Customs at Lappa, states:—

The year was marked by political unrest and a lack of governmental control which found frequent expression in petty fighting, not only between the contending parties, but often between rival commanders under the same banner, jealous of the spoils of war. Chienshan, Shekki, and other important towns, in the district changed hands several times, quite irrespective of what war-clouds gathered, threatened, or burst in other parts of the province. Indeed, warfare, actual or impending, but with all its attendant evils, constantly dominated events. Under the cloak of military requirements, but often for purposes of illicit trading in opium and salt, steam-launches and cargo or passenger boats were commandeered with little discrimination; frequent toll was levied on shipping and additional taxes on industries and sources of production; in fact, vexations of all kinds combined to produce condition detrimental to trade. Piracy, which had hitherto confined its activities to the inland waterways, was not slow to take advantage of the opportunities offered and leapt its boundaries with such successful results (to the pirates) that no place, whether along the coast or near the waters of Macao or Hongkong, was entirely free from its menace. In addition, considerable damage was caused by a series of four typhoons, one of which was of almost unexampled severity. But centuries of hard training have taught China's brave people to bear up as no other race in the face of such acts of God and man, and all these difficulties did not succeed in interrupting exchanges nor was trade within the district without gratifying features. Its gross value—Hk. Tls. 22,218,573—was some 4 millions short of the 1922 figures, but this difference is more than accounted for by a fall of nearly 6½ millions in the value of cotton yarn imported, a result explained to some extent by a disinclination to buy Japanese goods, but more particularly indicative of a change of route, as for purposes of security this article reverted to its former channel of entry through Canton, the great natural distributing centre. As, on the other hand, rice paddy increased by nearly 3 million taels (a regrettable consequence of poor crops and reduced cultivation), it will be seen that the general trade, a considered apart from these two articles, maintained much the same figures as in the previous year. That such should have been the case despite circumstances so unfavourable is sure evidence of vitality and gives much promise for the day when peace and order will at last prevail.

The revenue collection for the year was Hk. Tls. 222,755, or only Hk. Tls. 58,788 less than in 1922, although the decrease in receipts on cotton yarn importations amounted to Hk. Tls. 84,000. It should be noted that the Revised Import Tariff, in force elsewhere since January 17th, 1923, does not apply to our stations, which collect only on cargoes carried by junks or by vessels under Inland Waters Regulations.

Repeated suspension of the regular cargo and passenger traffic between Macao and Shekki, delays and disorganization in other services due to piracy and exactions by undisciplined soldiery, together with typhoon losses, account for a reduction under native craft of 597 entries and clearances, representing 131,805 tons. The large increase in the number and tonnage of steam-launches is due to many Hongkong vessels having been used for convoying purposes between that port and our Malowchow station.

The value of foreign imports, Hk. Tls. 18,064,389, shows a decline of Hk. Tls. 2,811,334 on the 1922 figures, but this result will undoubtedly be pronounced satisfactory if the remarks given above regarding cotton yarn and rice are borne in mind. Metals advanced slightly notwithstanding a drop of 5,700 piculs in the importation of iron plate cuttings, iron bars in particular showing an increase of 8,000 picul: their demand for construction purposes, principally in the Sunning district, has steadily risen by 8,000 piculs a year since 1920. Cement also maintained its upward trend, showing a very substantial increase of 230,000 piculs over the figures of 1922; it is said that numerous block-houses were built inland to serve as rallying points in cases of attacks by brigands. Beans, peas, fresh and dried fruits and vegetables, and other agricultural products all show substantial increases. Fresh and salt fish decreased, the former by 7,000 piculs and the latter by 64,000 piculs, mainly through shortage of transport facilities to Shekki. Matches continue to lose ground in the face of strong competition by native rivals, the amount imported being 62,000 gross less than in the previous year, which already showed a decrease of 72,000 gross over 1921. Groundnuts were imported in lesser quantities, as several oil-press factories in the interior preferred to close down than submit to exactions from pirates; but the deficiency in this article (11,000 piculs) was more than compensated for by an increase of 16,000 piculs in the oil itself. Hardwood, particularly teak, was in great demand owing to very favourable prices and, following upon tolls and exactions of all kinds, the continued stoppage of wood supplis from the North and West Rivers; the comparative figures are 164,499 cubic feet in 1922 and 437,561 cubic feet in 1923. Kerosene oil recovered by 51,000 gallons, and slight decreases in brown and white sugar were more than balanced by an increase of over 11,000 piculs in refined sugar.

The consequences of lawlessness and insecurity upon production and transport are well reflected in the figures of the export trade, which fell in value from Hk. Tls. 5,643,594 in 1922 to Hk. Tls. 3,784,567 in 1923. Continuous fighting along the North and West Rivers caused a suspension of water traffic, and decreases are shown by almost all articles usually exported from Fatshan, Shiuhing, and other large river ports. The principal decreases were: charcoal, 5,000 piculs; firewood, 72,000 piculs; cassia-leaf oil (from Kwangsi), 1,100 piculs; paper of all kinds, 8,800 piculs; limestone (for cement), 257,600 piculs; paper fans, 33,500; and tea and sugar mats, 5,333,000. Silk from Shuntak, the most important silk-producing district in the delta, has entirely disappeared from our statistics; what should have normally come this way by junk was probably safely convoyed to Canton. Palm-leaf fans declined from 2,177,000 to 553,000 and sugar cane from 31,000 to 19,600 piculs; typhoon damages played their part in both results. Pigs, poultry, and fresh eggs, most from the lower prefectures, decreased by 9,600, 43,000 and 928,000 prespectively; the one steamer engaged in this trade was commandeered during the greater part of the year. Building materials being urgently required in Macao for repairs to damages caused by typhoons, increases are noticeable in bamboo poles, from 100,000 in 1922 to 127,000 in 1923; and bricks and tiles, from 1,478,000 to 2,468,000; wood poles, from 48,000 to 58,000; hardwood planks, from 38,000 to 55,000; softwood planks, from 1,014,300 to 2,422,896 square feet. Good crops and a consequent drop of 50 per cent. in prices stimulated the demand for betel-nuts, which rose from 4,000 to 14,000 piculs. Fresh fruits, despite a 30 per cent. increase in price, were also in large demand by several canned fruit factories in Macao to replenish depleted stocks brought about by the labour union strike in 1922.

(Continued on next column.)

HONGKONG SHARE MARKET

CLOSING QUOTATIONS

SEPTEMBER 16TH, 1924.

Hongkong and Shanghai Banks$1,200 sa.
Canton Insurances$720 b.
Union Insurances$237 b.
Hongkong Fire Insurances ...$800 b.
Douglas Steamships.....$62 b.
H.K., C. & M. Steamboats...$44 s.
"Star" Ferries$101 b.
China Sugars...$410 nominal
Kowloon Wharves$213½ b.
Whampoa Docks$176 sa.
Hongkong Lands$117½ b.
Hongkong Hotels ... $23½ (old) $23 (new) s.
Humphreys Estates$23½ s.
Cements$22 (combined) b.
Hongkong Ropes ... $20 (old) $7 (new)
China Providents$72½ (combined) nom.
Dairy Farms$27½ nominal
Waterboats$16½ nom.
Watsons$26 b.
Hongkong Electrics$43½ b.
China Lights$27½ s.
Hongkong Trams$43½ s.
Peak Tramways..... ... $20½ b.

b—buyers; s—sellers; sa—sales.

WAR OFFICE SALARIES.

Major-General Sir Frederick Sykes recently asked the Secretary for War to state the number and total emoluments of higher division staff employed at the War Office in the secretarial, finance, accounting, and contract departments. Mr. Walsh has given the following written reply:—"The number of the staff in question is 47, and their total emoluments £31,350."

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All the Royal Palaces supplied with this excellent Whisky for over Seventy-five years.

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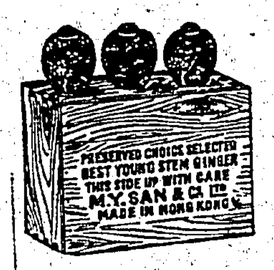
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IT IS THE

WILLYS-KNIGHT

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It has the most distnctive and gracefully balanced body of any car in the market.

1.—The Willys-Knight car is the four cylinder motored car that makes the six unnecessary.

The Knight motor is steam principle. The valves are two cylindrical sleeves with rectangular slots or ports which when they register with each other and the ports in the block allow the ingress and egress of the gases without obstruction. These wide open passages, particularly on the exhaust side, permit a more thorough cleaning of the burnt gases from the combustion chamber than any other type of motor, so that every ounce of energy available is utilized from the explosive mixture, which gives us such tremendous power

2.—It has no valve to grind and no carbon to clean.

The combustion chamber is completely surrounded by water and an alloy piston noted for its great heat radiating qualities is used so neither the combustion chamber nor the head of the piston gets hot enough to bake the residue from the exposed gases to form carbon while there is still enough heat maintained to handle the explosive mixture effectively.

3.—It is the only type of motor that improves with use.

While carbon can not form in the combustion chamber, still a certain amount of the residue from the burnt gases works up behind the wide sealing ring in the cylinder head and, as this building in process obtains, it keeps pushing this sealing ring more tightly against the inner sleeve until it completely seals the compression chamber developing more power with every mile the motor is driven.

4.—It is the only type of motor that wears in while other wears out.

All parts in the Willys-Knight car are assembled with wide clearance between each other and oil is forced into these clearances under heavy pressure so that the entire assembly is lapping or wearing in on these heavy films of oil instead of wearing out. In other words, every bearing in this motor is an oil bearing instead of a metal to metal bearing which is necessary in the construction of a poppet valve motor in order to keep it quiet with subsequent quick wear and noise.

It has eliminated one hundred and sixty two quick wearing parts necessary in the operation of a cylindered poppet valve motor. There are no hammering parts such as cams striking against push rods, push rods against valve stems, or valve heads snapping back into their seats through the medium of heavy springs, etc.

THE MERCURY MOTOR CAR CO,

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PEEK FREAN

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BISCUITS.

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NEWLY ARRIVED SHIPMENT OF

"BALLY'S"

HIGH CLASS LADIES' FOOTWEAR

INCLUDING EXCELLENT DESIGNS IN

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SHOES.



A SPLENDID ASSORTMENT OF PLEASING SHAPES AND STYLES IN EVENING SHOES.

MODEL 1
BLACK GLACE KID
2 STRAP
PRICE: $15.50

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BLACK GLACE KID LACE OXFORD SHOE
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MODEL 4
TAN GLACE, TAN AND GREY SWEDE
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MODEL 3
BLACK PATENT FANCY BAR EXCELLENT MODEL
PRICE: $24.50

WHITEAWAY, LAIDLAW & CO., LTD.

CHINA'S ANCIENT RELICS.

AN ORDER AGAINST THEIR REMOVAL.

The Asiatic News Agency states that General Li Tso-chang, Civil Governor of Honan, in a memorial to the Government on the necessity of preserving the ancient historical relics of China, says that, during recent years, many foreigners and Chinese have visited Lungmen, Mientze and other cities for the sole purpose of exploiting or excavating ancient articles for various Government museums or for wealthy private collectors abroad, and that these explorers generally carried away invaluable ancient relics of China without the permission of the Chinese authorities. General Li urges that unless drastic measures are devised for the preservation of China's historical articles, all ancient relics will find their way to foreign countries, to the great detriment of Chinese civilisation and culture.

In consequence of this memorial, the Home Ministry has now promulgated ten regulations governing the visiting of foreigners and natives to places of ancient historical importance, and all Civil Governors have been instructed to observe them without indulgence. "In future, no foreigner or Chinese will be permitted to visit Lungmen and other cities of ancient historical fame without the previous sanction of the Neiwupu or the Civil Governor of the province concerned, and no visitor, especially a foreigner, will be permitted to take away any ancient relics discovered by exploration or excavation, either on behalf of foreign museums or private collectors. All articles of historical importance or value discovered by the foreign or native visitor will be taken care of by the Chinese Government, as State property, and all persons who dare to smuggle out ancient relics to any foreign country will be most severely punished, in accordance with the criminal code of the Republic.

Honan and Shensi were the seats of the ancient Hsia, Shang, Chow and Chin Dynasties and consequently the discovery of relics and personal implements of ancient Emperors generally occurs in the two provinces. In its memorial to the President in regard to the preservation of historical articles and relics, the Neiwupu mentioned Honan as "Chungchow," or the centre of China, which was regarded as the cradle of the five thousand years' old civilization and culture of the Han race of Eastern Asia.

RECONSIDERING SINGAPORE.

The recent debate in the House of Commons on naval affairs was productive of some distinctly interesting features. Not least amongst these was the admission drawn from the Secretary to the Admiralty upon the subject of Singapore. The Government, said Mr. Ammon, sees no reason to change its views with regard to this scheme—and a moment later he proceeded to explain that it is very probable it will "reluctantly" have to carry out the project if the suggested attempts to still further limit sea armaments prove abortive. The international political atmosphere at the present time is not very favourable to any extension of the Washington principles, and if the Prime Minister intends to await a serene opportunity for inviting discussion on the subject amongst the Powers concern he is likely to be committed to prolonged patience.

There may be another reason for Mr. Ammon's more acquiescent note. Increasing intimacy with the inwardness of Admiralty policy, and the very definite and practical reasons which lie at the back of that policy, may be causing the Parliamentary Secretary to conclude that the Board really does understand its business, and that it is quite possible they are right and the Government, therefore, are wrong. This much, at any rate, emerges from the admission of the alternative to disarmament. Of course, if the Sea Powers are going to pack-up, there is no need for Singapore, and the Sea Lords would be the first to admit this. But it is because they are perpectly assured that the Sea Powers have no idea of doing anything of the sort that they still adhere to their original view.—*Naval and Military Record.*

CINEMA NOTES.

THE WORLD THEATRE.

The world famous feminist, dramatist and producer of important and significent pictures, Mr. Daniel Carson Goodman, uses two American families of affluence to tell his stirringly dramatic story "Has the world gone Mad" on the Screen. They become entangled when the mother of one meets the father of the other. Then things begin to happen. The mother has lost her sense of responsibility, Romance calls from afar and she responds, and the results of her venturings form the groundwork of this most engrossing story of Modern Life. As the stirring title indicates, the production is one of truly momentous timelines. The whims and foibles, the moral laxity and the unbridled excesses of the day are indicted with all the smashing sincerity, all the hashing scorn and towering truth they deserve. The producer goes far beyond the little group of interesting characters with which he tells his story. He makes of his subject a might human canvas, upon which he paints his picturization of present social conditions.

MACLAREN DESCRIBES HIS CRASH.

FOG SO DENSE THAT WINGS WERE OBSCURED.

A wireless message from the Canadian trawler *Thiepval*, in which Squadron Leader MacLaren and his mechanic Plenderleith and Colonel Broome were travelling to Dutch Harbour, gave the following details of the accident which ended the world-flight:—

"After leaving Petropavlovsk we encountered a dense fog two-thirds of the way to Behring Island, and we were forced to fly low owing to the poor visibility. Only a part of the right wing of the aeroplane could be seen at this time.

"The first fog we encountered was at an altitude of 3,000 feet after passing an unnamed cape 15 miles E.S.E. from Siberia, but there was clear visibility until we got about two-thirds of the way across the 119 mile-stretch of open water to Behring Island. The fog then became solid, and Plenderleith, who was piloting, descended until we were a hundred feet over the water before we could see our way.

"After going another mile through the fogbank we dropped to the surface of the sea with a twenty-miles-an-hour wind blowing on our port side. The 'plane was travelling a hundred miles an hour, and at a hundred feet above the ocean visibility was a hundred yards. Despite the dense fog wheih almost blinded him, Plenderleith swerved the plane and avoided by a margin of two feet an island which disappeared from view a few seconds later.

"Judging from the time we were in the air and the distance we were supposed to have travelled, there was a danger of our dashing against the cliffs of Behring Island. The visibility was now *nil*, so we decided to make a forced landing. Plenderleith hit the ocean along a swell. Both top wings were shattered and wrenched off, the 'plane swerving entirely round and tearing the fabric off the lower part of the wings, while the aerilons were wrenched half-loose."

LINCHENG BANDITS AGAIN.

RANSOMED CAPTIVES DELIVERED DEAD.

A terrible price for the treachery of Chinese authorities is being exacted by members of the old Lincheng gang of bandits who are at present terrorising a large area of Shantung, says the *Peking and Tientsin Times*. Their task of robbery, kidnapping and murder is made the easier as the troops who have been stationed in the district have now been withdrawn owing to the Kiangsu-Chekiang war scare.

It will be remembered that when the foreigners made prisoner at Lincheng were released, the bandits were allowed to form a regiment of the regular army, and to be officered by their robber chiefs. Other bandits, fearing treachery or preferring to lead the wild life of the hills, refused to join, and merely withdrew their headquarters from Paotzuku to mountains some miles further back in the range. Sun Mei-yao, the leader of the combined gangs of 2,000 bandits, was made brigadier-general in the army, and to him fell the task of keeping the district clean from robbers. According to foreign reports he was fairly successful in this task, and his former associates kept clear of Lincheng and the district. Then, after some months had passed and the suspicious of the former bandits had been lulled, Sun Mei-yao was shot for an alleged mutiny of his troops, and a similar fate subsequently was meted out to all the chiefs and sub-chiefs who had joined the army.

It is the deaths of these robber-chiefs which the bandits who remained in the hills, have now set out to avenge. Even after Sun Mei-yao's group joined th army, there were still some hundreds or well armed men left in the hills, and these have been strengthened by the ex-bandits who left the army when their chiefs and some of their comrades were shot.

The result has been that a reign of terror, worse than before the Lincheng episode occurred, is devastating the countryside. The bandits have no mercy on any troops they happen to capture, and they even work off their injured feelings on their ordinary captives. Many cases have recently been reported where substantial ransoms have been paid, and then only the body of the unfortunate prisoner has been returned.

The bandits have waited until the ransom money has been paid, and then callously have killed their victim and sent the body back to the relatives. Men, women and children have all been treated alike in this horrible campaign of revenge.

With the departure of some of the troops, the bandits have become so daring that they have been right up to the walls of Ichowfu, a city some fifty miles from their headquarters.

It is believed that the notorious Bobo Liu is now leader of the gang. The Chinese authorities once reported that he had been killed, but this statement was not generally accepted.

COMPANY MEETING.

THE CHINA SUGAR REFINING CO., LTD.

SPLITTING UP THE SHARES.

An extraordinary general meeting of the China Sugar Refining Co., Ltd., was held at the offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., yesterday at noon, for the purpose of approving the draft new Articles of Association of the Company and to consider, and, if thought fit, to pass an Extraordinary Resolution to the effect: "That the name of the Company be changed to 'China Sugar Refining Company, Ltd.'"

Mr. B. D. F. Beith, Chairman, presided and there were also present: Mr. C. Gordon Mackie, Director; Mr. W. E. L. Shenton, Solicitor to the Company; Mr. E. B. C. Hömell, Secretary; Mr. G. M. Shaw, Manager; and the following shareholders: Messrs. H. Birkett, Choa Po Sein, Ho Kwong, E. Abraham, E. F. Aucott, H. E. Hollands, P. C. Potts, Choa Po-Min, F. M. P. de Graca, Lo Cheung Shiu, Lo Man Hing, R. E. Macdougall and C. Savard Remedios.

The CHAIRMAN said: Gentlemen,—As indicated in the notice which has just been read by the Company's Secretary, this meeting has been convened for the purpose of considering, and if thought fit, approving the draft new Articles of Association of the Company and altering the name of the Company. With regard to the draft new Articles, I should explain that a very substantia blody of shareholders requested that the present fully paid up shares of $100 each should be split up into four fully paid up shares of $25 each. Your Consulting Committee are desirous of acceding to such request, but the splitting up cannot be effected under the existing Articles; consequently it is necessary to alter them by providing the requisite power to do so. Your Consulting Committee consider that, as this alteration must be made for the reason already stated, a favourable opportunity presented itself of bringing the present Articles up to date. They have (subject to certain subsequent amendments therein) been in force in their present form since the incorporation of the Company in 1878 and require various alterations to bring them into line with the general and usual form of Articles now adopted by Companies in this Colony. Our Solicitors have therefore, in consultation with your General Agents, prepared new Articles for the Company which have the approval of your Consulting Committee.

Prints of the existing Articles and of the draft new Articles have, as indicated in the notice convening this meeting, been open for inspection by shareholders at the Company's registered office, and there are also copies of both the existing and the draft new Articles on this table which, if any shareholder desire, he may inspect.

The following are the most important of the alterations to the existing Articles of Association:—

1.—Under Article No. 12, no shareholder can hold more than 6,000 shares instead of 1,500. This is in view of the contemplated sub-division of shares.

2.—By Articles 36 to 36 inclusive, provision is made for dealing with liens on shares.

3.—Under Articles 52 to 54 inclusive, power is taken to reduce capital and to sub-divide and consolidate shares. This power will enable the desired splitting up

4.—Under Article No. 64, 7 clear days' notice of meetings is provided for instead of 10.

5.—Under Article No. 68, three members personally present form a quorum for an ordinary yearly meeting instead of 7 or more members holding or representing the aggregate 200 shares. The quorum for extraordinary meetings is changed from 10 or more members holding or representing the aggregate number at the least of 1,000 shares to 5 members personally present.

6.—By Article No. 72, the demand for a poll must be made by 5 members in the case of a special or extraordinary resolution and in any other case by the Chairman or by at least 10 members holding or representing or entitled to vote in respect of at least one-fourth of the capital represented at the meeting, instead of by at least 2 members.

7.—Under Article 99, the remuneration of the Consulting Committee (other than the Chairman) is fixed at $2,500 per annum.

8.—Under Article No. 122, provision is made for the capitalisation of the Reserve Fund.

As regards the proposed change in the Company's name, it has been discovered that the Certificate of Incorporation gives the name as "China Sugar Refining Company, Limited," while the Memorandum describes the Company as "*The* China Sugar Refining Company, Limited." It is desired to rectify the discrepancy by leaving out the word "The" as part of the official name of the Company.

(*Continued on next Column.*)

No questions being asked, the CHAIRMAN proposed the following resolution as an extraordinary resolution, namely:—

(1) That the new Articles already approved by this meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Mr. H. BIRKETT seconded and the resolution was carried.

The CHAIRMAN then proposed the following resolution as an extraordinary resolution, namely:—

(2) That the name of the Company be changed to "China Sugar Refining Company, Limited."

Mr. CHOA PO SEIN seconded and the proposal was carried.

This concluded the business for which this meeting was convened.

A second extraordinary general meeting of the Company is to be held on October 3rd for the purpose of passing the following resolution:—

"That each of the existing 20,000 fully paid up shares of $100 each constituting the Company's present Capital of $2,000,000 be divided into four fully paid up shares of $25 each so as to make such Capital $2,000,000 consisting of 80,000 fully paid up shares of $25 each."

of shares to be carried out.

CORRESPONDENCE.

A DRAINAGE NUISANCE.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—Drainage water has been flowing down the steps of the upper part of Shing Wong Street, for the last three weeks or so, caused by the choking up of the main drainage of certain block of houses in Caine Road. The smell brought by this drainage water is so unbearable, especially in the evening when all the windows are opened on account of the hot weather, that all the neighbourhood has to suffer considerably. Thanks to providence for the occasional showers that brought temporary relief for the last few nights!

As there is so much talk of improving the health of this Colony, the first step towards this end, I should say, is to have this nuisance stopped. I hope the matter will be taken up by the proper authority as soon as possible, as we do not wish to see the diseases which are so prevalent in Hongkong just now increase instead of decrease.

Thanking you for your kind insertion of this letter in your valuable columns and enclosing herewith my card.—Yours faithfully,

W. M.

2, Bridges Street,
Hongkong, September 16th, 1924.

HARNESSING THE TIDES.

A contract has been let by the Weaver Tidal Power Syndicate, Limited, to the Power Construction Co., Ltd., for the construction and installation of a hydro-electric power plant which is to be erected at West Mersea, Essex, and will be operated by utilising the rise and fall of the tides. This site has been selected on account of its natural facilities, and also because the towns in the neighbourhood, including Colchester and Southend, will ensure a large demand for the electricity generated. Work has already been started, the first portion of plant being designed to generate over 4,000,000 units per annum. When the entire scheme has been completed, it is estimated that over 15,000,000 units will be produced each year.

This is the first attempt of the kind to utilise the tides for the continuous generation of electricity.

HONGKONG YARN MARKET.

Messrs. Polishwalla & Kotwall, cotton anw yarn brokers, of Hongkong, in their latest circular explain that the irregular issue of the circulars of late has been due to the fact that, for months past, the volume of business in the local market had dwindled down to such small proportions that there was hardly anything worth reporting upon fortnightly, as had been the practice formerly. In the early part of the period covered by this report (the last being dated August 7th) a small demand sprung up, which led to some transactions being put through at $1 to $2 higher, the market then showing signs of a rivival. This, however, was put short-lived, the demand ceasing almost as soon as it made its appearance, and at the close our chief consuming centres, Yunnan and the West River ports, are displaying no signs of life whatever.

What with the fighting in the North, the General state of insecurity in the South, and the heavy fall in American Cotton, it would seem hopeless to attempt a forecast of immediate prospects. We shall therefore, adopt that classic phrase of a famous statesman, and say "Wait See."

Unsold stocks, 7,300 bales. Bargains in Chinese hands, 1,500 bales.

Shanghai.—All movement of goods have practically ceased, owing to the fighting.

Japanese Yarn.—A few sales have been effected at varying prices.

Raw Cotton.—No sales nor stock. Quotations:—Bengal $55 to $60 per picul. Chinese $58 to $66 per picul.

A DEAL IN SOAP.

PLAINTIFF WINS HIS CASE.

An action for the recovery of $97, being balance due for goods sold and delivered, was heard in Summary Court, yesterday when Leung Hung-tsoi, a soap manufacturer, claimed $97.20 from the Yau Tung Fat firm, of Yaumati.

Mr. H. K. Woo represented for the plaintiff and Mr. C. A. S. Russ appeared for the defendant.

Mr. Woo, opening the case for plaintiff, said that the attitude taken up by the defence was that the goods had never been delivered, so hat all he was called upon to prov was the fact that they had been delivered.

His Lordship: Is that so, Mr. Russ?

Mr. Russ: We have overpaid, I believe, and when we find out how much it is, we will claim.

Mr. Woo said the boxes of soap were sent by junk to Yaumati; the boatmen gave receipts to plaintiffs and received receipts from the defendant. Unfortunately the boatmen only keep the receipts for reference, and after a month destroy them. They kept their books showing that the goods were delivered, and those books would be produced. In a letter to himself, the solicitors of defendant had written denying the receipt of any goods from February 10th, 1922, to April 17th, 1923. During that period, eleven deliveries were made, to a total value of $267.14. The plaintiffs would produce their books and receipts.

Evidence was then called, the junk masters stating that they delivered the goods at Yaumati wharf. They also produced their books but said the defendant's chop had been destroyed.

Mr. Russ submitted he had no case to answer, but his Lordship ruled that a *prima facie* case had been made out.

The manager of the defendant firm produced the books over the material period, which showed no record of goods having been received from the plaintiffs.

Mr. Russ submitted there was no proof that the soap was delivered.

His Lordship, in giving judgment, said the whole point was whether there had been delivery or not. He thought there was evidence of delivery and in fact some of the cases in dispute had been paid for by the defendant according to the accounts. He entered judgment for the plaintiff with costs.

BROKER'S CLAIM FAILS.

AN IMPORTANT DECISION.

Judgment was delivered yesterday morning in the Summary Court in the case in which Hon Shiu-wan, a compradore in the employ of Messrs. Alexander Ross & Co., claimed $65.50 from Messrs. Dickson, Parker & Co. as brokerage.

His Lordship said that plaintiff claimed to be the broker in the sale of 60 tons of metal bars. Mr. Parker declared he knew nothing of the presence of a broker and refused to pay the brokerage. Mr. Parker said that he was unaware that there was a broker in the transaction, and the question his Lordship had to decide was whether defendant was responsible for the acts of his compradore. Was the principal responsible for acts done by a servant beyond his powers? Mr. Parker had never before had dealings with Hon Shiu-wan as a broker, and his Lordship did not think that he was liable. Judgment was entered for defendants with costs.

Mr. C. H. Lyson was for plaintiff and Mr. E. S. C. Brooks for defendant.

TENANT WINS.

NO PRIVITY OF CONTRACT.

Mr. Justice Dyer Ball delivered judgment in a possession case yesterday in which Wong Tin-san sought possession of a portion of the ground floor of a house in Wu Tsung Street, Yaumati, on the grounds that the Ching Cheong firm (defendants) had no right to be there as sub-tenants.

His Lordship said he could not see how he could give possession to a landlord when there was no privity of contract between him and the sub-tenant and entered judgment for the defendants with costs.

Mr. E. S. C. Brooks was for plaintiff and Mr. D. MacCallum for the defendants.

THE LADY WITH A FRINGE.

HOW THE PUISNE JUDGE REMEMBERED A "CHARMING" DEFENDANT.

Just as a European lady makes the most of her shingled hair so does the Chinese lady make the most of her fringe. Such a fringe can be attractive as well as distinctive and to some extent this was borne out yesterday afternoon in the Summary Court, when his Lordship (Mr. Justice Dyer Ball) in trying to recall to mind the defendant in a case which had come up for re-hearing, asked Mr. Russ, for the plaintiff, if she was the lady with the fringe.

Mr. Russ: Yes, my Lord; rather charming I think.

The case was one in which Fu Pui King of No. 7, Police Station Lane, Hunghom, claimed $500 from Chu Chui Ping, of No. 21, Sai Street, for wrongful entry and trespass. The case was heard sometime ago when the defendant was not represented, and his Lordship entered judgment for the plaintiff. Yesterday, case was a re-hearing following upon an application being made by the defendant.

Mr. Armstrong appeared for the defendant and informed his Lordship that his client had not put in an appearance although warned by telephone. He was told that she had left Homuntin at noon to attend Court, but as she had not appeared he did not propose to carry the case any further.

His Lordship, after making the remark concerning the lady's fringe, intimated that he had no intention of hearing the case again.

Mr. Armstrong said he would not now re-open the case. The defendant had failed to turn up.

His Lordship: She may have been kidnapped on the way.

The previous judgment of $200 in favour of the plaintiff was re-affirmed.

ROBBERS' MIXED HAUL.

WOMAN RELIEVED OF VARIED COINAGE.

Cheung Kan Fung, a married woman, while walking with her two small sons near Kap Shek Mi, was accosted on Monday by three men, two of whom had daggers. They stole from her 904 rupees, $161 in Hongkong money, 4 English sovereigns, $1.30 in Singapore money, and some jewellery, the total value of the money and property being estimated at 904 rupees and $323.30.

In connection with this affairs and other robberies in the district, four men have been arrested by the police, who have recovered 702 rupees and property to the value of $5.87.

LUCKY STOWAWAYS.

MAGISTRATE REDUCES TERMS OF IMPRISONMENT.

Three men who were sentenced at the Kowloon Magistracy last week to a month's hard labour each for stowing away on the s.s. *Tjisalak*, had their sentences reviewed at the same Court by Mr. Hamilton yesterday, His Worship remarking that certain mitigating circumstances had come to light.

All three men said that they had paid money to a boarding-house runner to pay for their passages, and he had taken them on board but had not given them tickets.

His Worship told the stowaways that they had believed foolishably, and the trouble into which they had fallen was their own fault. Two of the men had their sentences reduced to two weeks, and the third to seven days, which meant his discharge today.

CHAIR MAKERS AT PLAY.

SEVENTEEN MEN FINED FOR GAMBLING.

Seventeen rattan-chair makers appeared before Mr. Hamilton at the Kowloon Magistracy yesterday, to answer a charge of gambling in a house in Parkes Street, Yaumati, on Monday. The bail, in $5, of another man, who did not attend, was estreated.

Sergt. Tyler stated that the men had been playing *Ngau Pai*, but while admitting gambling, they all protested that the game was *Fuk Lo*.

With the remark that the latter game was worse than the former, His Worship imposed a fine of $4, with the alternative of seven days' hard labour in default, on each of the gamblers.

ALLEGED ATTACK ON A DOCTOR.

TWO CHINESE COMMITTED FOR TRIAL.

Before Mr. R. E. Lindsell at the Central Magistracy yesterday afternoon, Chan Char Kwong and Wong Kai Shum again appeared on remand, charged with maliciously causing grievous bodily harm to Mak Kwok Sang, a Chinese doctor, at Shaukiwan West, on July 3rd.

Mr. H. S. Fitzroy, instructed by Messrs. Lee and Russ, appeared for the prosecution, and Mr. D. McCallum represented the second defendant, Wong Kai Shum.

At the last hearing, evidence was taken in which it was stated that the doctor, having been persuaded by one of the defendants to accompany him to Shaukiwan West for the supposed purpose of attending to a woman with sore throat, was suddenly attacked on the hillside by both men, and received wounds from a sharp instrument.

Dr. W. L. Patterson, of the Government Civil Hospital, stated in evidence that on July 3rd last he examined Muk Kwok Sang at the hospital. The patient had two superficial wounds, one inch in length, just below the left side of the chest. He also had several small wounds in the face and hands. The wounds might have been caused by any sharp instrument. They might have been caused by the chisel produced in Court, or by a dagger.

Dr. E. P. Minett, Government Bacteriologist, giving evidence, said that he received the chisel produced in Court, on September 2nd from Inspector Earner. Witness could not detect any traces of blood on it.

His Worship: How was it that the chisel was not sent to the Government Bacteriologist until two months after the occurrence?

Mr. Fitzroy explained that apparently no charge was made for a considerable time.

Dr. Minett, proceeding, said that even after two months, the presence of blood could be detected, provided the instrument had not been washed. If it had penetrated below the skin and drawn blood, witness would expect to find blood-stains on it. The chisel had rusted naturally, and he could not say whether it had been washed or not.

Mr. Fitzroy next recalled the complainant, Muk Kwok Sang. Witness identified several articles of clothing, all of which bore large red stains, as garments which he was wearing when he was attacked. Some holes in the clothing were caused, he said, by stabs.

At this point his Worship had occasion to rebuke the Court usher sharply in the following terms:

"Usher, how many times have I told you not to leave the Court when I have got a committal case on?"

An Indian sergeant of police testified that on July 3rd, at 9.30 a.m., he was on patrol duty at Shaukiwan. He heard a police whistle blown, and running in the direction of the sound, saw the complainant in the main road, bleeding from the mouth, and unable to speak properly. Complainant was pressing both hands to his side. He took witness to the place near the new road on the hillside where he said he had been assaulted, and there, on the ground, witness found the chisel produced. There were stains which appeared to be blood on the blade. The soft ground bore signs of a struggle.

Other police evidence having been given as to the identification of the defendants by the complainant and others, both men were committed for trial at the next Sessions.

TAXI-DIVER IN TROUBLE.

MAGISTRATE'S SUGGESTION TO THE POLICE.

Summonses against a taxi-cab driver for failing to obey a traffic signal, not having lights in proper working order, and driving in Saikung Street at 1.50 a.m., a prohibited hour, were dismissed by Mr. Hamilton at the Kowloon Magistracy yesterday.

The reason was that the man, who last week was convicted of "joy-riding" in Lai Chi Kok Road, had been dismissed from his employment.

His Worship, however, observed that the man had broken almost every possible regulation, and that he hoped that the affair would be reported to the Captain Superintendent of Police.

NEW CHIEF OF POLICE AT CATION.

General Techen Wu, having been requested by President Sun to accompany him on the Northern Expedition as his chief A.D.C. and military adviser, Mr. Li Lang-yu, a prominent merchant in Canton, has been appointed acting Chief of Police of Canton. The new Chief of Police assumed office yesterday.

Mr. Li Lang-yu is a member of the well-known firm of Chan Li Chai, druggists, and manufacturer of pills in Canton, with branches in Hongkong and other important cities in the province and abroad.—*Canton Gazette.*

CANTON NEWS.

[FROM OUR CHINESE CORRESPONDENT.]

DR. SUN HELD UP AT YINTAK.

Dr. Sun Yat-sen, failed to reached Shiukwan owing to opposition of his mercenaries from Yunnan, who are controlling that territory for gambling protection income. Dr. Sun is now being deplayed at Yungtak, half way between Shiukwan and Canton.

There is doubt if the Yunnanese in Shiukwan will allow Dr. Sun to bring his body-guards with him there. The people around Shiukwan are also up against the presence of Dr. Sun's followers in large number, as they fear that he will also carry out his policy of confiscating the people's private lands and buildings there under the slightest pretext.

CHEN CHIUNG MING'S ADVANCE.

That General Chen Chiung-ming, is making his way back to the Kwangtung capital has been confirmed by the Kuomintang Government in Canton. The Kuomintang organs, however, are denying the success of General Chen's forces which is generally reported from other sources some of the van-guards of General Chen are now stated to be near Shumchun.

None of the new officials appointed by Dr. Sun Yat-sen for Canton has formally taken up his new office, and it is not expected that any one will do so until the outcome of the struggle between the Canton merchants and the Kuomintang regarding the arms dispute and the question of sphere of influence in Canton City proper between the Cantonese troops and the Yunnanese mercenaries are settled.

DEPARTURE OF THE MAYOR.

Mr. Sun Fo, Mayor of Canton and son of Dr. Sun Yat-sen, has left Canton about the same time with his father. Before his departure, he issued a public statement. Among others, he had admitted the wrong of the confiscatory policy of his father and himself regarding the disposition of the many public temples and buildings of the people and other doubtful reclamation projects but excused tht harm done by laying the blame on military necessity. According to Mr. Sun Fo, more than $10,000,000 were raised by the munipal couned for his father's war chest between April, 1923 and June, 1924. It is generally admitted that there has been much abuse in connection with the recent confiscations in Canton and that both President Sun Yat-sen and Mayor Sun Fo will be long remembered for their deeds.

TAXES "ABOLISHED" BY STILL BEING COLLECTED.

Dr. Sun Yat-sen, before his flight from Canton last Saturday, issued several mandates, including one abolishing many obnoxious taxes. The Yunnanese and other mercenaries whom Dr. Sun has brought into Canton, however, would not obey the orders of the retiring chief. They are still collecting the "Mah Joong" game playing taxes and others in Canton, notwithstanding their abolition by the Generalissimo, by whose sanction they were first levied but are now abolished.

THE SEIZED ARMS.

Dr. Sun Yat-sen's representatives still in Canton, are, as usual, playing with the question of returning the to Canton Merchants Volunteers the which they had obtained legal permits to import but which were seized, by order of Dr. Sun. Governor Liao Chung-hoi, to appease the people of Kwangtung, the other day publicly announced that Dr. Sun would return the arms; but upon the Volunteers calling for them he handed out several conditions which they could not comply with and thus again the dispute could not be settled. In the meantime, the mercenary commanders have been commandeering the arms and ammunitions under the pretext of a loan.

THE POSITION OF DR. C. C. WU.

Dr. C. C. Wu, Secretary of Foreign Affairs in Dr. Sun Yat-sen's administration, will soon leave Canton for Shanghai, as the expenses of his office will be cut. Dr. Wu was to have left Canton before Dr. Sun's departure, had not the question of civil governorship, for which he was a candidate, come up. The appointment of Mr. Hu Han-min has left him nothing to do. In the last few months, Mr. Eugene Chen, Mr. L. C. Lee, Mr. Wei Yuk, English secretaries to Dr. Sun, with several Russian political advisers, have been practically "Foreign Ministers," leaving no room for Dr. Wu. It is understood that Dr. Wu has had no part in the recent manifesto by Dr. Sun Yat-sen accusing the British Government of having assisted the Canton merchants in going against the Kuomintang and Bolshevists in Canton. Under ordinary circumstances, all despatches to foreign Governments and officials from Dr. Sun should at least, pass through Dr. Wu if not be directed by him as head of the foreign department.

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FOR
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D1460	No. 1. THE BRACELET	HUBERT EISDELL, TENOR	
	No. 2. (a) MAIDEN'S BLUSH, (b) JULIA'S HAIR	"	"
D1461	No. 3. TO DAISIES	"	"
	No. 4. THE NIGHT	"	"
D1462	No. 5. (a) INTERLUDE, (b) CHERRY RIPE	"	"
	GO LOVELY ROSE	"	"

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NEW STYLES now SHOWING for AUTUMN and WINTER.

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

In the Goods of MARY CAMPBELL LOGAN, of Kowloon in the Dependency of Kowloon and Colony of Hongkong, Widow, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 58 of the Probate Ordinance 1897 (No. 2 of 1897) made an Order limiting the Time for sending in Claims to or against the above Estate to the 30TH DAY OF SEPTEMBER, 1924.

All Creditors and others are hereby Required to send in their Claims to the Undersigned by the above Date.

Dated the 16th day of September, 1924.

A. EL AROULLI,
Solicitor for the Executor,
17, Queen's Road Central,
Hongkong.

1260]

BY ORDER OF THE ADMINISTRATRIX.

PUBLIC AUCTION.

VALUABLE LEASEHOLD PROPERTY

Situate at and being No. 11, HART AVENUE, KOWLOON, in the Colony of Hongkong, To be Sold by Auction Without Reserve on

FRIDAY, the 26TH day of SEPTEMBER, 1924, at 3 P.M.

In ONE LOT

By Mr. A. G. DA ROCHA, Auctioneer, at his Auction Room at No. 2A, D'Aguilar Street.

The Property consists of:—

All that Piece or Parcel of Ground registered in the Land Office as Section D of Kowloon Inland Lot No. 673 together with the messuage and premises thereon known as No. 11, Hart Avenue.

Particulars and Conditions of Sale may be obtained from

MESSRS. WILKINSON & GEIST, Solicitors, No. 9, Queen's Road Central, Hongkong, or from

MR. A. G. DA ROCHA, The Auctioneer.

ALSO on

WEDNESDAY, the 24TH day of SEPT., 1924, at 2.30 P.M.

by MR. A. G. DA ROCHA, at No. 11, HART AVENUE, KOWLOON,

A QUANITY OF HOUSEHOLD FURNITURE

also

1 Baby Grand Piano by "Challen" in first class condition.
1 Baby Grand Piano by Kemmler & Co., in good condition.
1 Victor Gramophone and Records.
1 Drawing Room Suite. [1261

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "PATROCLUS" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 16th September.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and NOON within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 22nd Sept., will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th October, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th September, 1924. [1258

RICKMERS LINIE.

NOTICE TO CONSIGNEES.

FROM HAMBURG AND ANTWERP.

THE Steamship "ANNA KAYSER" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless Instructions are given to the contrary before NOON, TO-DAY.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 20th instant, at 10 a.m.

All Claims must be presented within Fifteen days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

N. V. CARL BODIKER & CO.'S HANDELMAATSCHAPPIJ (LTD.), Agents: Rickmers Linie.

Hongkong, 13th September, 1924. [1249

OFFICES TO LET.

TO LET.—OFFICES on 1ST and 3RD FLOORS, No. 14/16, PEDDER STREET.

Apply—
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JARDINE, MATHESON & Co., Ltd.

1196]

INTIMATONS

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 7TH OCTOBER, 1924 (both days inclusive).

Warrants for the INTERIM DIVIDEND can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on or after the 8TH PROX.

By Order of the Board,
R. M. DYER,
Chief Manager.

Hongkong, 15th September, 1924. [1253

HONGKONG CLUB.

NOTICE.

THE FOURTH YEARLY DRAWING of TWENTY DEBENTURES of the HONGKONG CLUB (1920 issue—$500 each) was held in the CLUB HOUSE on MONDAY, the 8TH SEPTEMBER, 1924, when the following Debentures were Drawn for Redemption:—

17	266	416	757
62	291	424	762
64	375	586	764
179	396	600	826
213	411	607	837

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on TUESDAY, the 30TH SEPTEMBER, 1924, in exchange for surrender of Same.

By Order,
T. A. ROBERTSON, LT.-COL.,
Secretary.

Hongkong, 8th September, 1924. [1239

VICTORIA RECREATION CLUB.

LAST NIGHT SWIMMING FETE on SATURDAY, the 20TH, commencing 9 O'CLOCK.

The following Events are Open to the Colony

100 Yards Breast Stroke
100 " Back Stroke
50 " Scratch

Entries Close to Hon. Secretary by THURSDAY, the 18TH INST.

Columbia Band will play during the Evening. [1257

NOTICE.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

CERTIFICATE No. 7128 for 25 Shares, £24 per Share Paid up, number 55126/55150 in this Society standing in the Name of ROBERT JOHN JACK SNEDDON, of Hongkong, has been Declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed Cancelled and of No Effect, and a NEW Certificate for the 25 Shares will be issued in its stead by the Society.

PAUL LAUDER,
General Manager.

Hongkong, 8th September, 1924. [1235

NOTICE.

HONGKONG SHAREBROKERS ASSOCIATION.

THE following are Members of the above Association:—

A. H. CARROLL	J. F. GROSE
M. A. BAZACK	V. YVANOVICH
J. W. KEW	A. P. GREAVES.
W. J. CARROLL	H. M. H. EMAIL.
O. KITCHELL	SZU KON CHI
YIP YUNG PAK	HARRY O. ODELL
F. M. L. SOARES	SOO PEI SHAO
H. E. EDWARDS.	

By Order of the Committee,
J. W. KEW,
Secretary.

Hongkong, 12th May, 1924. [774

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are Members of the above Exchange:—

ABRAHAM, EZRA.	LAMMERT, H. A.
ALVES, A. A.	LOGAN, W.
BAGRAM, J. T.	MATHESON, R. T.
BENJAMIN, V.	NISSIM, A.
BIRKETT, H.	PERRY, I. S.
COX, M. J.	PESTONJI, R.
CROUCHER, N. V. A.	POTTS, GEO. H.
ELLIS, F. M.	POTTS, P. C.
GOULD, J.	RAYMOND, E. M.
GUTTERRES, A. A.	SILVA, P. M. N. da
KEW, FRED.	SMITH, F. R.
LAMMERT, GEO. P.	TESTER, P.

By Order of the Committee,
A. NISSIM,
Secretary.

Hongkong, 6th May, 1924. [775

S.S. "AMBOISE."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from MARSEILLES, &c., in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless Intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 22nd instant, at Noon, will be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before the 25th instant, or they will not be recognized.

All damaged Packages will be examined on Saturday, the 20th instant, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. BODENFUSER,
Agent.

Hongkong, 15th September, 1924. [1256

INTIMATIONS

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per Share on the Old Shares (Fully Paid) and Three cents (3 cents) per Share on the New Shares ($1.00 Paid) has been declared for the Half Year ending 30th June, 1924.

Such Interim Dividend will be payable on and after TUESDAY, the 23RD SEPTEMBER, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from the 13TH SEPTEMBER, 1924, until the 23RD SEPTEMBER, 1924 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 3RD September, 1924. [1220

BANK OF EAST ASIA, LTD.

NOTICE IS HEREBY GIVEN that An INTERIM DIVIDEND of $3.00 per Share has been Declared for the HALF YEAR ending 30th June, 1924.

The Dividend will be Payable on and after MONDAY, the 15TH SEPTEMBER, 1924, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 8TH SEPTEMBER, to SATURDAY, the 13TH SEPTEMBER, 1924 (both days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
LI TSE FONG,
Acting Chief Manager.

Hongkong, 1st August, 1924. [1103

DOUGLAS STEAMSHIP COMPANY, LIMITED.

TICKETS will be issued for ROUND TRIPS during the Months of JULY to SEPTEMBER, from HONGKONG to Foochow (Pagoda Anchorage) and Return, Calling at SWATOW and AMOY on both the Upward and Downward Voyage, by the Company's New, Fast, Well-appointed Steamer "HAI-NING" at the Reduced Rate of $30, for the Round Voyage, including Meals while the Steamer is in Port.

These Special Tickets will be available for Return ONLY by this Steamer, either by the Voyage for which it is issued or by her following Sailing from Foochow. Duration of Stay at Foochow—48 hours.

The Trip occupies 8 to 9 days and the Steamer will Leave HONGKONG from the Company's Wharf at 5 p.m., Arriving at Daylight on her Return (Weather permitting).

The Company's Steam Launch will convey passengers from PAGODA ANCHORAGE to FOOCHOW CITY, if required.

For further Particulars and Dates of Sailing, Apply to
DOUGLAS LAPRAIK & Co.,
General Managers,
DOUGLAS STEAMSHIP CO., LTD.

Hongkong, 17th June, 1924. [908

THE BEN LINE STEAMERS, LTD.

FROM HULL, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENGLOE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves, delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 30th instant, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 13th September, 1924. [1248

NORDDEUTSCHER LLOYD BREMEN.

THE Steamer "TRIER" having arrived from BREMEN, HAMBURG and PORTS, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained.

All Goods remaining undelivered after the 19th instant will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Asho, at 10 a.m., on the 17th Sept., 1924.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within two weeks of the Steamer's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO.,
Agents.
1252] NORDDEUTSCHER LLOYD BREMEN.

TO-DAY TILL FRIDAY, at 2.30, 5.15, 7.15 & 9.15.

GLORIA SWANSON in

HER GILDED CAGE

A Rag Doll Romance

THE CORONET.

INTIMATIONS

DEWAR'S

THE SPIRIT OF HUMOUR

Humour is the spring that sets laughter going. It plays a great part in the scheme of things; easing many a strain and lightening many a burden. For when all is said and done a good laugh puts one in tune with life and so does the genial charm of

DEWAR'S.

Dewar's "White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.,

Wine and Spirit Merchants.

ESTABLISHED 1841.

Hongkong Office: 1A, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 17TH, 1924.

TRANSFORMED CANTON.

IN a proclamation issued by Mr. SUN FO, on his retirement from the office of Mayor of Canton "in compliance with a decision from President SUN YAT SEN" (his father), he quite justifiably refers with pride to the important Municipal works which has been accomplished in Canton since the Municipal Directorate was established in Canton in 1918. By a happy coincidence we reproduced yesterday from a recent issue of *The Times* a very interesting article by Mr. DAVID FRASER, its Peking Correspondent, on the subject of the transformation which has been wrought in Canton in that short space of time. Mr. SUN FO has been Mayor during only half of that time and he admits that, for a whole year at least, the exigeant demands for funds for military purposes left him with none for carrying on the general scheme of public improvement. He "could only maintain the essential services during that troublous period." But no one will deny to him the credit of having his heart and mind well set upon carrying out public improvements in the City. The work of reconstruction began under a Military regime in 1918, when the ancient walls which surrounded a densely populated area of about 1¼ square miles were pulled down, all but a section abutting the northern gate, and in their place was made a broad boulevard encircling the city. As Mr. FRASER says: "So good did the work appear that plans were made to widen the main arteries. This scheme necessitated expropriation on a grand scale. Bitter objections were raised, but the regime was a military Government, which was not to be denied, and the work proceeded. Where existing streets were only 6ft. to 8ft. wide the new roads had to be 70ft. to 100ft. wide. Buildings were demolished. Though compensation was promised horrible injustice was done in innumerable cases, and is still being done to many, and compensation has only been equal to one-third of the loss sustained. There are now 30 miles of new streets between the southern wall and the river front. Reconstruction is proceeding in the western or outer city, and on the other side of the creek bounding the foreign settlement of Shameen a fine new street is rapidly nearing completion." The Municipal Administration which was organised three years ago under the direction of Mr. SUN FO has certainly shown the utmost desire to maintain and extend this progress and would undoubtedly have done a great deal more than has been actually the case if Military Headquarters had not pounced upon all its available funds. Possibly the schemes for improving the city will have better prospects if the Generalissimo succeeds in his efforts to take with him on his expedition to the North the hordes of alien troops who have battened on the revenues of the province during the past eighteen months. We do not expect to see in Canton any cessation of the work of reconstruction because Mr. SUN FO has been "appointed to another mission at a distant place." It is perfectly true that he has had to "work under difficulties" in Canton, and "in the face of popular opposition and prejudice which Municipal Reformers in Western lands, happily not off," but, on the other hand no Municipal Reformers in Europe and America would think of creating such difficulties and exciting opposition by the ruthless confiscatory methods adopted by the Canton Authorities when embarking on public improvements. Under "Municipal home rule," we expect, many of these methods will have to be changed. No doubt the wide maloos that Canton now possesses is a cause of civic pride, but it will take the property owners who were subjected to such "horrible injustice" in the making of these maloos a very long time to forget their personal grievances.

A taxi-cab was almost entirely destroyed on the East Praya yesterday through catching fire.

During the early hours of Monday morning, burglars entered the ships' officers' quarters at Taikoo Docks, and stole clothing to the value of $105. Servants are suspected.

For stowing away on the s.s. *Van Overstraten* from Singapore, seven Chinese were sentenced to one month's hard labour each by Mr. Hamilton at the Kowloon Magistracy yesterday.

Father Algue, the well-known meteorological authority at Manila, has gone to Europe and will be absent eight months. Father Miguel Selga will be the acting Head of the Manila Observatory in the meantime.

"The Nature of Love" will be the subject of this week's public lecture of the Hongkong Lodge of the Theosophical Society, 16, Queen's Road Central, on Wednesday, September 17th, at 5.45 p.m. All are welcome.—ADVT.

For the unlawful possession of one Smith and Wesson revolver, Mr. E. W. Hamilton yesterday imposed a fine of $1,000, or 12 months' hard labour in default, on a Chinese who had been employed as a cook on the s.s. *President Harrison*.

A thirteen-year-old Chinese boy who was riding a bicycle in Connaught Road West at 8.30 p.m. on Monday, lost control of the machine, and fell into the harbour and was drowned. Efforts by the police and some Chinese in sampans to recover the body were unsuccessful.

While the Hon. Mr. Cecil Clementi, Colonial Secretary, Ceylon, was riding on August 31st his mount reared and threw him. Mr. Keith Rollo, who was at hand, picked him up and conveyed Mr. Clementi in his car bungalow. Mr. Clementi's injuries were fortunately not very serious, being confined to his chest.

As a result of a faction fight at the Yuen On wharf, six coolies were each fined $2 and bound over by Mr. Lindsell at the Central Magistracy yesterday.

For the theft of a basket containing seven chickens from a boat at Shaukiwan, a Chinese was sent to prison with hard labour for three months by Mr. R. E. Lindsell yesterday.

A Chinese named Cheung Chung was knocked down by a motor-car near the Po Hing Theatre on Monday and removed to the Kwong Wah Hospital in a dangerous condition.

A Chinese merchant, charged with aiding and abetting in the shipment of $1,000,000 worth of opium into China, was again remanded at the Central Magistracy yesterday.

The total number of cases of typhoid notified in the Colony last week was eight (with three deaths). Six of the cases were Chinese and 2 Indian. One was an imported case. The other notifiable disease reported was one British case of cerebro spinal fever, and two cases of diphtheria—one British and one Chinese.

The five volumes containing the Ordinances of the Colony which have been prepared under the authority of the Ordinances of Hongkong, 1844-1923, Ordinance, 1923, are laid before the Legislative Council for approval to-morrow, and a resolution will be moved by the Attorney-General that they be approved by the Council.

AN IMPRESSIVE FUNERAL.

THE LATE LIEUT.-COMDR. A. C. NEWBOLD, R.N.

The funeral of the late Lieut.-Comdr. A. C. Newbold, R.N., of Submarine L5, who died suddenly on Sunday after only a few weeks' sojourn in the Colony, took place yesterday afternoon at Happy Valley. Practically all Naval Officers in port off duty were present as were also representatives of the Military and the Hongkong Government.

In accordance with request the remains had been cremated and these, contained in a small oaken casket, were conveyed from the Naval Hospital to the last resting place on a gun carriage drawn by a gun's crew from H.M.S. *Ambrose*. The casket was covered by a small Union Jack, surmounted by the deceased's sword and cocked hat. The gun-carriage was escorted by eight Naval Officers of the Submarine Flotilla and Commander Bowers, H.M.S. *Ambrose*, followed immediately behind as chief mourner. Then followed a long cortege of Naval Officers and an official party of 250 sailors and marines (carrying wreaths) drawn from ships in port.

The burial service was conducted by the Rev. H. V. Copley Moyle (Senior Chaplain of St. John's Cathedral) and amongst those noticed at the graveside were: Sir Claud Severn (Colonial Secretary), Commodore H. E. Grace), Surg.-Capt. Burniston, Col. C. Russell Brown (Acting G.O.C.), Lieut.-Comdr. Cresswell and Lieut.-Comdr. R. E. Worthington.

Just prior to the commencement of the service Mrs. Newbold accompanied by Surg.-Capt. Burniston, R.N., arrived and was present throughout the remainder of the sad proceedings. After the casket had been lowered into the grave by means of white silken ribbons, three volleys were fired by a firing party of 24 naval ratings from H.M.S. *Ambrose* and the "Last Post" was sounded. A naval guard of 24 men from the submarine was also present and both firing party and guard were in charge of Commissioned Officers.

Wreaths were sent by the following:—Mrs. A. C. Newbold (wife), Sir Claud and Lady Severn, Commodore and the Misses Grace, the acting General Officer Commanding the Troops and his staff, Officers of H.M. Submarine L5, Wardroom Officers *Abrose*, Wardroom Officers *Tamar*, Captain and Wardroom Officers *Hollyhock*, S.N.O. and Officers of West River Flotilla, Officers Royal Artillery, Hongkong, Lieut.-Col. Bird and Officers of Hongkong Volunteer Defence Corps, Navy League, Warrant Officers Submarine Flotilla, Chief Petty Officers and E.R.A.'s Reserve Submarines, Submarine Petty (2), Seamen "A" Group Submarine, Seamen "B" Group Submarines, E.R.A.'s *Ambrose*, Ship's Company Tamar, Chief Constructor's Department, Surg.-Captain and Mrs. H. Burniston, Comdr. C. E. Brook, Surg.-Lieut.-Comdr. and Mrs. H. W. Fitzroy Williams, Mr. E. W. Hamilton, Rev. A. J. and Mrs. Stearn, and Mrs. W. S. Marsh.

THE WATER SUPPLY.

QUESTIONS BY THE HON. MR. HOLYOAK.

The agenda for the meeting of the Legislative Council to-morrow contains the following questions to be put to the Government by the Hon. Mr. P. H. Holyoak:—

With the Government make a statement of the measures that are being taken

(a) to increase the water supply in the Island of Hongkong, so as to ensure that a full supply will be available for all parts of the City of Victoria throughout the year.

(b) to improve the distribution of the water so that no part of the City of Victoria will be put on to the rider mains, while there is an ample supply of water in the impounding reservoirs.

(c) to construct improved methods of filtering, where necessary, so as to prevent discolouration of the water into the mains, and to maintain the high standard of purity which has existed for many years.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

WAR GUILT.

GERMAN POLITICAL SITUATION.

BERLIN, September 16th.

Herr Marx's organ the *Germania*, says it is increasingly apparent that the repudiation of Germany's war guilt will aggravate the political situation, therefore it may be taken by granted that the Cabinet on Thursday will shelve the question of formally motifying the repudiation until the propitions moment arrives to revive the question.

IRISH BOUNDARY DISPUTE.

ULSTER STILL ADAMANT.

LONDON, September 16th.

The Ulster Cabinet met this morning at Cleevecourt, Streatley on Thames, the residence of Sir J. Craig, and discussed the boundary question. All members of the Cabinet were present, except Mr. Archdale, Minister of Agriculture, who remained at Belfast as minister in charge. It is believed that the Cabinet will reaffirm the decision not to appoint a member of the boundary commission upon which steps will immediately be taken to summon the Imperial Parliament on the 30th instant.

EARLIER CABLES.

THE LEAGUE.

AFTER DISCUSSIONS.

THE BRITISH NAVY.

LONDON, September 15th.

With reference to conflicting statements in the newspapers as regards the League of Nations utilising the British fleet in the event of a breach of covenant, Reuter's correspondent at Geneva says the position has undergone no change since Sir Cecil Hurst's important statement in committee last week, when he explained the difficulties of such a course from the legal viewpoint, pointing out that there were two schools of though on the matter, namely the Anglo-Saxon and the Continental. The point would have to be cleared up. Britain, if called upon to support penal measures against any country, might come into conflict with other nations trading on the seas, consequently it was necessary to know exactly how the permanent Court of International Justice would deal with such a case. Participation by the British navy depended upon this.

The sub-committee dealing with drafting of the protocol on this subject has entrusted the drawing up of the terms to M. Benes, who worked throughout yesterday and to-day, and repeatedly interviewed Lord Parmoor, with whom several members of the French delegation also conferred.

Lord Parmoor, interviewed by Reuter, stated that no definite British proposal regarding the utilisation of the British navy had been either made or withdrawn.

HINDU-MOSLEM ENMITY.

GOVERNMENT STATEMENT.

Mr. Bray, the Foreign Secretary, in a statement before the Assembly, mentioned that 10 Moslems and 20 Hundus had been killed, and 10 and 8, respectively, wounded, and three police were wounded, in the disturbances at Kohat on Sept. 9th and 10th.

He explained that the outbreak was apparently due to the circulation of copies of an anti-Moslem blasphemous poem on September 2nd, and the shooting, with a revolver, of a Moslem boy by a Hindu on September 9th, after which a Mohammedan crowd entered the city and the Hindus retired to the roofs and fired indiscriminately, wounding three police and killing 10 and wounding 20 Moslems.

The military arrived at noon, and fired into the air. They then helped the police to clear the bazaars, but on the morning of September 10th numbers of Moslems entered the city through holes in the walls, intent on murder and looting. The Hindus, who lost 10 killed and 8 wounded, insisted on leaving the city, and went to the Punjab, with the exception of three hundred who took refuge in the cantonments. Three hundred Moslems were arrested.

The damage by fire in the Hindu quarter is estimated at fifty lakhs. Practically all the Hindu temples have been rifled and the images broken. Arrangements by the authorities preventing transfrontier men later approaching the city were successful, and the Hindus are now being encouraged to return.

LIGHTNING STRIKES OIL.

$3,000,000 DAMAGE.

MONTEREY (CALIFORNIA), Sept. 15th.

Lightning struck a tank containing fifty-five thousand barrels of crude oil. Four soldiers were killed in fighting the flames. It is estimated that the damage will amount no three million dollars.

Efforts are at present being directed to saving the old town of Monterey, which is in the path of the fire.

WAR IN NORTH CHINA.

CHANG'S MESSAGE.

[THROUGH REUTER'S AGENCY.]

MUKDEN, September 16th.

Chang's troops having crossed the frontier at Chaoyang, an early clash is expected. Chang telegraphed to Tsao Kun enumeration Wu Pei Fu's crimes which must be brought to justice and adds: "As your Excellency is surrounded by Wu Pei Fu's traitors, it is ill to send aeroplanes to enquire as to your health, ask if you are still at liberty."

CHEKIANG BATTERIES IN ACTION.

SHANGHAI, September 16th.

The Chekiang batteries at Hwangtu, whose position remains unchanged despite the reported advance of Sunday, were in action this morning. Their fire, however, was not returned by the Kiangsu forces over a wide section of the front south-west of Hwangtu.

Despite the recent torrential rains, the state of the ground has improved. Only a few paddy fileds are under water, big stretches in this area being now quite dry.

To-night, five hundred reinforcements left Shanghai North Station for Hwangtu.

KIANGSU DEFENDS IHING.

SHANGHAI, September 16th.

Marshal Tuan Chi-jui, the Anfu leader, has issued a lengthy telegram condemning the Peking Government and casting his definitely with Chekiang and Mukden.

The most serious fighting yet witnessed at Liubo was staged on Sunday and yesterday. The Kiangsu troops are hanging on to Ihing, despite heavy Chekiang gunfire on the city.

FIGHTING IN NORTHERN CHEKIANG.

SHANGHAI, September 16th.

Anhwei troops are attacking in Northern Chekiang, according to a Chinese Red Cross telegram received yesterday from Wushing, which states that hostilities have broken out on the border near Szean in Chekiang.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

EXPORT OF OPIUM.

CHINA'S POSITION.

QUESTIONS.

LONDON, September 16th.

In a letter to the *Times*, Sir Frank Swettenham, dealing with Sir J. C. Jordan's proposal for gradual reduction of the export of opium from India and the consumption in Far Eastern territories and Powers at the rate of ten per cent. per year for a decade, says if this advice were accepted and inforced it would put an end to production of prepared opium in India and its consumption in the Straits, the Malay States and Hongkong, but what about China, which is producing 5,000 tons of opium yearly, or nine-tenths total of the world's production? If Jordan's suggestion is accepted and enforced, what is to prevent China from producing a few more tons to replace it? Is not the Opium Advisory Committee straining at gnats while swallowing a camel?

TROUBLE IN MOROCCO.

THE EVACUTIONS.

MADRID, September 15th.

An official communique announces the evacuation of six Spanish positions on the Wadlau line, including Cobbadarsan.

A supply column for Kalaa attained its objective after a brilliant bayonet charge.

A MATCH.

HOW A BUS CAUGHT ABLAZE.

LONDON, September 15th.

At Nuneaton, at the inquest on the victims of the motor bus blaze on August 31st, the jury returned a verdict of accidental death, caused by ignition of petrol fumes through someone striking a match whilst the petrol tank was being refilled. Add World's Sport

THE WORLD'S SPORT.

HOME FOOTBALL.

LONDON, September 15th.

FIRST DIVISION.

Birmingham, 1; Notts County, 0.
Blackburn, 3; Liverpool, 1.
Preston, 1; Cardiff, 3.

SCOTTISH LEAGUE.

Hearts, 1; Rangers, 2.
Hibernian, 2; Celtic, 3.

INTERNATIONAL YACHTING.

A BRITISH WIN.

OYSTER BAY, September 16th.

England won the international six metre yacht race cup, scoring four victories to the United States three.

SCOTTISH LETTER.

THE FESTIVAL OF ST. GROUSE IN THE PAST AND THE PRESENT.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, August 13th.

The grouse season, like everything else, is late this season; the prospects are doubtful; but the rush to the North by rail and road, and the gathering of guests at the lodges, appear to be no less than in pre-war years. Of course sport, except for those who go out to the moors in the spirit of the butcher, is not to be measured by the number of birds slaughtered, but rather by the ground gone over and the exercise given to the keen eye and the steady hand. In spite of the tirades of intemperate and ill-informed "land-reformers," grouse-shooting and deer-stalking remain bracing and invigorating national sports; while in the North and North-West Highlands, at least, they are important and even the chief sources of local employment and revenue—the only profitable use to which the land can be put and the requirements of modern civilisation maintained. They bring to the regions that are most in lack of it a rich current of new blood and of wealth, and, if the flow does not continu long, it leaves behind it benefits that are felt throughout the year.

All accounts agree that this season the letting of Highland moors for grouse-shooting just about constitutes a record in respect of financial return. One reason for this is the big demand for moors by American and overseas visitors to the Empire Exhibition, who are prolonging their stay to enable them to sample the great sport of the autumn in the North of Scotland. The vogue of grouse-shooting is all the more remarkable when it is remembered that less than a century ago the letting of a moor was almost undreamt of. To-day more than 3,000,000 acres are shot over every year, but in 1850 the total was less than 50,000 acres. In the half-dozen years ending 1904 the increase was almost half a million acres. In 1830 The Macintosh leased about 60,000 acres of his vast moors at Moy at a rental of £300. Three years later the Earl of Malmesbury was offered not only the whole of the shootings on the Island of Harris, but the fishings as well, for a paltry £25. More recently these same lands commanded a rental of £2,000. Similarly the now-famous moors of Glenmoriston, which have been let at as high a rent as £5,000, in 1835 could be had for £100. Even more remarkable, as illustrating how the value of rents of grouse moors has grown, is the case of Inversbie, with an acreage of 60,000, which were first let for £50, but a quarter of a century later were not to be had under £1,000.

It is practically certain that no one this season will beat the established records for the Scottish moors. On the Carron moors in Morayshire, on August 22nd, 1910, eleven guns willed 1,892 grouse and 92 hares, while during the season upwards of 3,600 grouse were bagged. On August 30th, 1911, eight guns brought down 2,523 grouse on the Roan Fell moor, on the borders of Dumfriesshire and Kirkcudbright.

It is little more than fifty years since the grouse drive method of shooting was introduced into Scotland, the older generation preferring the more sportsmanlike method of walking up over dogs. The first grouse drive on the Moy moors in Inverness-shire took place in 1896; and I think it was in the same year that Mr. Tom Speedy organised the first drive at Dalnaspidal in Perthshire.

In shooting over dogs I do not think the achievement of Maharajah Duleep Singh has ever been beaten. On August 12th, 1871, that Indian sportsman had 440 grouse to his own gun at Grandtully in Perthshire. In the eighties of last century Capt. W. H. Thomasson shot over 400 grouse on three successive days (1,200 all told) on the Hunthill moors in Forfarshire.

ELGIN CATHEDRAL.

Elgin has been worthily engaged in celebrating the seven hundredth anniversary of the foundation of the Cathedral. Time, which devours all things, has not spared the once magnificent fane. There remains, indeed, only a ruin, noble in its decay, which is the reproach as well as the pride of Elgin and the Scotland of our day. In the centuries that preceded the Reformation it was repeatedly subjected to the havoc of fire and of civil warfare; and the notorious "Wolf of Badenoch," if he was the worst, was by no means the only robber and pillager of the Cathedral found among those who, as close neighbours, should have been its most zealous protectors. Then came a more deadly and destructive period. The Cathedral did not perish in any popular tumult, but the rulers of the land stripped the lead off the roof, their ill-gotten spoils being lost in a wreck in the North Sea. Neglect soon did its work, and to neglect were added the destruction forces of religious bigotry and of the private greed which looked upon the ruinous church as a quarry. Regrets are unavailing, and hard words are useless weapons against the bygone generations who, through misguided zeal or for personal aggrandisement, reduced the sacred building to the shapeless heap which Dr. Johnson described as a "mass of fragments," and for which Boswell found the gentler description of "noble ruins."

LORD SALTOUN AND THE "INEVITABLE."

The estates of Philorth, Aberdeenshire, belonging to Lord Saltoun, and extending to over 10,000 acres, are to be sold. In the letter to his tenants, Lord Saltoun says his family have now belonged to Philorth for over 700 years. The increase of taxation and other burdens incidental to large estates, however, have become more than can be met without sacrificting the future of his son. In these circumstances they have had to yield to the inevitable.

CONRAD AND THE CLYDE.

Directly and indirectly, Joseph Conrad has testified in his books to his pride and confidence in Clyde-built ships and his admiration of the Scottish skipper. In "The Mirror of the Sea" he writes of a certain "Captain S——," under whom he sailed. "To this day I preserve his memory, for indeed it was he, in a sense, who completed my training." Captain S—— was Captain William Stuart, a Peterhead man, who was master of the famous clipper *Tweed*, and, later, of Aitken, Lilburn & Co.'s *Loch Etive*. It was an old ambition of Conrad's to command a Glasgow ship. In 1899, five years after he had retired from the sea, and was writing books that rank among the highest of their kind in English literature, he put down his pen and came to Glasgow to look for a command. Furnished with one or two letters of introduction from his friend, "Don Roberto" (Mr. Cunninghame Graham), Conrad came to Glasgow, and for three days went round the shipping offices. No command was forthcoming. "The fact that I'm notorious as a novel-writer is a handicap on the Clyde I fear," he said a little ruefully, but probably that had nothing to do with his failure to get a ship. He returned to Pent Farm and his desk, fortunately for himself and for English letters.

A London journalist describes Conrad as "like Cunninghame Graham patrician in appearance." "There are," he adds, "two adjectives which spring to the pen in writing of him—he was 'august' and 'superb.' He might have passed for a Spanish magnifico—a nobleman, anyhow, proudly bearing the stiff, brocaded splendour of an ancient tradition. His portrait should have been painted by Velasquez. But if Conrad ever looked so "fait a peindre" as all that, it was certainly not 1899, when he was seeking for a ship in Glasgow. He was then like his profession—a ship's officer in his shore clothes, a wiry figure of about five feet nine, with a black beard trimmed to a point, a tanned complexion, high cheek-bones, bushy eyebrows, dark-brown penetrative eyes that glinted, and an aquiline nose. A certain tightness about the chest and a short neck were features which would not escape a doctor's observation. Manifestly a "swell," but not even remotely of the hidalgo type of Cunninghame Graham.

MEMOIRS OF CARLYLE.

In a second instalment of what bids fair to be one of the standard works of Carlylean biography Mr. David Alec Wilson brings his hero from his marriage to Jane Welsh to a great landmark of his career—the publication of "The French Revolution." Whatever may be objected to in some of its details, the book is a monument of tireless industry. Besides being a biographer, Mr. Wilson is also an intrepreter, and he has a philosophy and a faith of his own—strongly Red in tint—that it is most doubtful whether he would have got Carlyle to endorse. Mr. Wilson emphasises, what is already well known, that Carlyle did not feel at home in Edinburgh society—it is doubtful whether there was any society on earth he would have found wholly congenial; the Scottish capital left on him "a sad impression of hollowness and dullness." Yet during the years in the 'twenties when he was a resident, Walter Scott was alive; and besides Jeffrey, Carlyle had Wilson, De Quincey, and other bright spirits as intimates. Looking back on the place a few years later he wrote, "I love and shall always love that old stone town. It is hard, but clear and strong, in spirit as in outward form; built on rocks, looking out upon the everlasting sea. May it flourish, and evil never gain dominion over it." Carlyle's adverse opinions are of course often to be set down to "a bad secretion of bile."

On the personal side, while, considering their respective temperaments, Carlyle and his wife were—during this period of their history at least—a most loving and devoted pair, it is curious that those who write about them seem to feel constrained to take up a position of partisanship towards the one or the other. Mr. Wilson is certainly not a partisan of Mrs. Carlyle. He is not, as he says her husband was, "blind to her weak points"; she was not easy to live with, was "never in the wrong," and "had a nasty tongue." Many details are given of the life at Craigenputtock as sample of which this account of Mrs. Carlyle's activities, as seen through the eyes of the wife of her brother-in-law, living in the adjoining farmhouse may be quoted—"She used to do no work at all but read and write for many days. Then she would suddenly wake up to the fact that the household work was in arrears, and have it all done in a spurt in three or four days, half-killing herself with overwork. Then she would spend two or three days writing about it. She seldom did any hard work, and never needed to do any. Anyone who saw her white soft hands would have laughed at the suggestion of her having used them much."

WIRELESS IN THE HEBRIDES.

A friend who has been holidaying in the Hebrides tells me that we do not really appreciate wireless in the cities. We have grown so accustomed to valve and crystal sets that we regard them as we do the telephone—useful yet half a nuisance. But, on a lonely, rocky island in the Hebrides, when darkness falls and the wind and the rain hold high carnival in the solitudes of Western waters, wireless is a real miracle. He was staying with a medical man who has built up a four-valve set, and can, like a magician of old time, summon up the sages and songsters and musicians of civilsation to "break the silence of the seas." The Hebridean doctor's favourite quotation when he has had "a night of it" is from Marlowe's "Faust":—

Have not I made blind Homer sing to me
Of Alexander's love and Enon's death
And hath not he, that built the walls of Thebes
With ravishing sound of his melodious harp,
Made music with my Mephistophilis?

(Continued at foot of next column.)

TEN YEARS OF LONDON.

U.S. CONSUL'S IMPRESSIONS.

When Mr. Robert Peet Skinner, the American Consul-General in London, leaves here in a few weeks' time to take up a similar position at Paris he will take with him several outstanding impressions of London and Londoners, says the London *Daily Telegraph*. While he will fully appreciate the fact that he will this year escape London's winter fogs, on the other hand he will miss that typically English feature the open fire-grate, which is very dear to him. "If I could correct the London fogs at the expense of the open fire," he confessed to a representative of this paper, "well, I don't think I would do it." And in this sentiment probably the majority of Londoners will agree with him. Even in New York, where mechanical perfection has reached so high a pitch, there is, he said, at least one open fire in every flat. When Mr. Skinner was transferred from Hamburg to Berlin in the years before the war he was depressed when he found that in the flat he had taken there was not a single fireplace, and when he discovered that it was impossible to get a fireplace put in, he fixed a gas fire as the next best thing, although he had to break a Berlin by-law to do it.

Mr. Skinner was sitting in his spacious room overlooking Cavendish-square—a typically London square—and as he spoke of his affection for the open grate he pointed to the very fine specimen the room possessed, remarking, "I have stood before it for many an hour." But the open fire is not the only English thing Mr. Skinner has learned to admire during his decade in London. He left Berlin for London on the day on which Austria sent to Serbia the ultimatum which was destined to shake the whole world. From Hamburg he sailed on the *Vaterland*, now the *Leviathan*, which was the last German ship to call at a British port in the ordinary course of trade before war broke out. "On my arrival in England," he said, "I spent a few very happy days of peace, and then came the deluge. We were simply overwhelmed at the start with inquires from Americans anxious to get back home as quickly as possible. From the day war was declared we passed from crisis to crisis." Thereafter, Mr. Skinner lived with Londoners through the various trials which the "deluge" produced, and he was filled with admiration for the manner in which the people endured the constant air raids, the demand for men, and more men, and loss of life, and the difficulties experienced in business and domestic life.

A "WONDERFUL TIME."

"I have been here in a very wonderful time," he said. "No one of my successors will ever see London as I have seen it, and it does not make one think less of the English people to have known them through that period." During those years the Consul-General had many difficult and delicate tasks to perform, arising from questions affecting shipping and cargoes. His department had to come between the British authorities and American claimants, and much tact was often required to bring these claims, with their thousands of items of detail, to a satisfactory settlement.

Another of Mr. Swinner's most forcible impressiones is homeliness of London. "Wherever you go in New York," he explained, "you feel you are in the same city; but London is rather a collection of small communities, each with its own local life, and each with individual charms of its own. For instance, the Consulate is in the borough of Marylebone, and it has been a great pleasure to me to be connected with Marylebone and to take part in its social life. Even here in Cavendish-square we have our own association, which meets once a year to guard the amenities of the square. I remember that some years ago we had to consider the question of whether we would have the statue of someone or other erected here, and my recollection is that we would not have it; we stood for privacy, even against a monument. Municipal life, as you have it in England, is unknown on the Continent."

"Another characteristic of London life is the number of people who live in houses, whereas in the cities of the United States and the Continent they live in flats."

"But we are coming to that," he was reminded.

"I agree. People have now gone to the limit outside; and as people cannot go any further away from their work I suppose they will have to go up into the air. In twenty-five years from now I expect London will be a city of flats. Moreover, the changes in social life brought about by the war have caused many people to seek smaller houses than they used to have."

Mr. Skinner has also been greatly impressed by the City of London, its continuing corporate life and traditions through the generations, and its power to compete with modern requirements.

"I have been very happy in London," concluded the Consul-General. "I have made many friends here, and the regret with which I shall leave them is alleviated by the knowledge that Paris is not very far away, and, therefore, I am hoping to keep in touch with them."

WHERE DID YOU GET THAT WATCH?

This story is going the rounds in academic circles in Aberdeen of a distinguished Scottish educationist who has just returned from a visit to the United States. The gentleman in question is rather absent-minded, and before he left home his wife gave him strict injunctions to take care of his watch and not leave it lying about on dressing tables in hotels, as he sometimes did. He gave the desired assurance, and had evidently acted on the advice given him, for on his return he had not one watch in his pockets but two. Of the second watch he can give no satisfactory account.

THE RUSSIAN TREATY.

"CONCESSION AFTER CONCESSION."

The current issue of the official *Russian Information and Review*, dealing with the Anglo-Soviet Treaty, claims that the Soviet Government has made concession after concession. On the various issues of the pre-war debts, the war debts, and even the claims of British holders of Tsarist bonds, the Soviet Government has given way. Its proposals were accepted as satisfactory by the British side in the negotiations.

"The Soviet Government," the review adds, "has always maintained its right to nationalise without compensation. It is a right reserved by all Governments. Any denial of this right is absolutely inadmissible. Even on this issue, however, the Soviet Government declared its readiness to give compensation, though denying, of course, any liability in principle to make such compensation. The Soviet delegates endeavoured to find a formula which would provide the substance of compensation while not admitting the liability. They even offered to become responsible for the satisfaction of ex-property owners' claims, 'valid and approved by the two Governments.' It was on this issue that the conference came to a standstill."

Reuter's Moscow correspondent sends an interview which he had with M. Rakovsky just as he was on the point of returning to England. In reply to the question whether there were not many cases in which British capital could work in Russia to the advantage of both countries, and as to whether the present laws affecting companies could be modified so as to give full security for capital invested, M. Rakovsky said: "To this question I reply in the affirmative. In a general way I may say that the reconstruction of our country will make the employment of British capital in the Union of Soviets much more necessary than at present."

THE WINGFIELD SCULLS.

J. BERESFORD'S FINE RECORD.

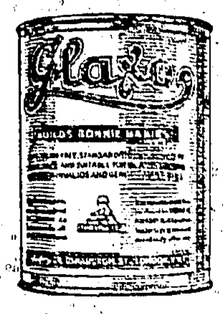
Instituted in 1830 as a championship trophy for "gentlemen scullers of the United Kingdom of Gt. Britain and Ireland," the Wingfield Sculls were competed for on Aug. 7th over the championship course of 4¼ miles from Putney Bridge to the Ship at Mortlake, and won by J. Beresford, jun. (Thames R.C.), very easily in 24min. 36sec. Beresford completed a great record for the year in winning all races in which he has competed, including Open Sculls at Ostend and Bruges, the Diamonds at Henley, and the Olympic Sculls in Paris.

Three entries were received for this year's race, but E. R. Carter (Kingston R.C.) scratched, leaving the issue J. Beresford, jun. (Thomas R.C.), winner of the championship in 1920, 1921, 1922, and 1923, and K. N. Craig (Leander Club). The latter, who rowed in the Cambridge eight in 1922 and 1923, was making his first bid for the Wingfields. Although he won the Colquhoun Sculls at Cambridge in 1921, he did not take up sculling seriously until this year, when he trained under W. G. East, and entered for the Diomond Sculls at Henley, in which he reached the final, but was then beaten by Beresford. There was a very strong north wind blowing when the race started, making almost a sea in Putney Reach, and severely testing the watermanship of the scullers. Mr. W. D. Kinnear (Kensington R.C.), the Wingfields winner of 1910, 1911, and 1912, umpired, and Mr. P. Adcock (London R.C.) was judge.

The start was a good one, and Beresford sculling 28 to Craig's 27 soon led, he kept steadily along in the shelter of the Middlesex station, and led by a length at the Boathouses. Craig came in behind Beresford who drew away so rapidly that he led by three lengths at the mile, reached in 5min. 25sec. Craig kept his form well, but lacked pace in the rough water. Beresford went through Hammersmith Bridge 8secs. in front of Craig in 9mins. 53secs., and, with the conditions better, showed excellent style at a slow strong stroke past Chiswick. Beresford led by 16secs. at Barnes Bridge, where he nearly fouled a buttress, his time there being 20mins. 28secs., and he won very easily. Mr. F. I. Pitman, C.U.B.C., presented the sculls to the winner at Putney after the race. Beresford received many congratulations on his fifth successive win, which equalled the record that has stood since the '70's of Mr. F. L. Playford, London R.C., who witnessed the race.

AMERICAN ADMIRAL'S JINGO SPEECH.

Addressing the Institute of Politics at Williamstown, Massachusetts, recently, Rear-Admiral Rodgers, of the United States Navy (retired), created a sensation in circles usually rather pacifist by declaring that America, before its population reached 200,000,000, should arm to seizure territory and find space for her pressure of population. To-day the population of the United States is over 110,000,000, and it is estimated that by the end of the present century the 200,000,000 limit which Admiral Rodgers calls the safety limit will be attained, and even earlier if the immigration bars are lowered and there is less tendency than exists here to-day to restrict families. The admiral's declaration came as a bombshell. Professor Shotwell, of Columbia University, who had submitted the American draft of a proposed treaty for disarmament which will come up before the League of Nations Assembly at Geneva next month, and other members of the conference turned upon the venerable sailor and demolished him to their complete satisfaction.



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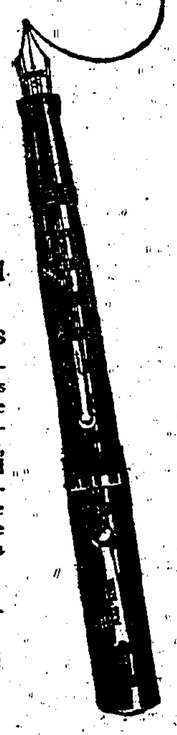
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WORLD THEATRE.

THE GOLF CHAMPION OF THE YEAR.

IS A CHANGE DESIRABLE?

THE ELEMENT OF LUCK.

PUTTING WITH COMPLACENCY.

[BY A SPECIAL CORRESPONDENT TO "THE OBSERVER."]

The fact that J. H. Taylor, the great English veteran, and not Hagen, would have won the British championship if the scores in the two qualifying rounds had been added to the four in the championship proper, has led to endless discussion in golf clubs throughout the British Isles. Taylor's aggregate for the six rounds was 449, eight strokes better than Hagen, and yet the placings in the championship found the Englishman fourth and the American first. "Surely," said the championship reformers, "there must be something radically wrong to permit of such a glaring injustice." It would certainly appear to be so. The case seems to gather strength when, after further examination, it is discovered that F. Ball, E. R. Whitcombe, and G. Gadd also finish in front of Hagen, if the six rounds become effective. When we take a peep below the surface, however, the case for revision does not appear quite so sound, nor so urgent.

It is a fundamental condition of the championship, which attracts players from all parts of the world, that it should be played on the same links, and, as far as is possible, under the same conditions. Sudden changes of weather, such as rain and wind, being beyond human control, a certain amount of luck must of necessity enter into the destiny of the Championship. For instance, one player may conclude his round in ideal conditions, while another may be caught in a sudden storm, such as was experienced at Hoylake. In one of his rounds Macdonald Smith not only played through a deluge of rain, which lasted an hour, but the wind changed direction on four occasions. In consequence, Smith found the golf terribly puzzling.

At St. Andrews it is by no means an infrequent occurrence to find yourself battling against the wind on the outward journey, and when reaching the turn expecting that with the wind at your back you will be blown pleasantly home, to discover that, quite suddenly, the wind has veered completely round, and continues to whistle in your teeth until the last putt on the last green has been holed. No provision can be made against such pranks of nature. So rapid has been the growth of the game, bringing with it an array of new professionals, that the present system of finding the champion is not, it is urged, at all satisfactory. It may not be ideal, but who would dare to say that, notwithstanding the imperfections of the method, the champions of recent years, nay of any period, have been unworthy of the titles.

LAST FIVE CHAMPIONS.

Just take a glance at the list since the war: 1920, Duncan; 1921, Jock Hutchison; 1922, Hagen; 1923, Havers; 1924, Hagen. Is it not correct to say that these men were the best golfers in their respective years? As no links will accommodate comfortably more than eighty players playing two rounds per day, it is imperative that with 250 men aspiring to championship honours an intermediate stage in the shape of qualifying rounds be held. Out go what are known rather vulgarly as the "rabbits." In addition, all the master shots, the miraculous shots, and the "criminal" shots of the men who survive are wiped off the slate.

This is where the reformers who regard the system as unfair and unsound join issue with the Government. Why not, it is urged, carry all the good and all the final balance? If the qualifying stage is an integral part of the whole, then there is no reason why the scores should not be carried forward. I am inclined to the view, however, that the qualifying business is in the nature of a separate trial, in which the mental attitude of the players is entirely different from that encountered in the four rounds of the championship test.

This is how the player views the matter when he goes out to qualify: "There is no need to extend myself; I have only to do a couple of 76's and I am comfortably in." His anxiety is not pronounced and he proceeds (that is how he starts) quietly to tap the ball round the course. Nothing spectacular is attempted; no dangerous carries, in order to make the subsequent shot easier, are essayed. And how simple is the putting compared with what he will be faced with on the morrow! Two putts per green will suffice; there is no earthly use trying to hole out from anywhere and everywhere. That fiendish yard putt holds no terrors; you can almost be sure of knocking it in with the back of the putter. This idyllic serenity is not likely to be disturbed, seriously so long as no major disaster is met with on the journey. We all know, of course, that horrible crashes do occur, and with them comes a sudden change in the general outlook.

AN IMPRACTICABLE SCHEME.

The chief and unsurmountable obstacle to carrying forward the qualifying scores to the main account is that half the players are performing on different courses, often far removed from one another, on the same day. For example, at Hoylake this year one-half of the competitors were playing on a links twenty-five miles away and in another county. True, the players changed over on the following day, but the conditions not being anything like the same, it could not be maintained that the test was at all equal. If it could be so arranged that 250 men played on the same day on the same links, there would be no necessity for a preliminary stage. As no one has yet devised a method of cramming forty-eight hours into one day, the scheme for making every shot struck in a championship count is impracticable.

(*Continued on next Column.*)

VISITORS AT HOTELS

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Lt. B. Bachy
Mr R. A. Barbour
Mrs E. R. Bellilios
Mr R. J. Birbeck
Mr L. J. Blackburn
Miss M. A. Blythe
Mrs D. Boag
Mr K. M. Bolton
Mr N. Brandel
Baron A. Braun
Mr & Mrs G. E. Brewster
Mr A. Brooks
Mr A. Brostelt
Mr A. W. Graham
Brown
Mr N. C. Burlin
Mr H. C. A. Camaigne
Mr S. W. Carother
Mr & Mrs F. D. Charles
Mr Chan Boon San
Mr & Mrs Chan Ching Bok
Capt. & Mrs Cheshire
Mr J. Clontier
Mr P. J. S. Cramer
Mr D. R. Davies
Mr J. L. Dolbey
Mr & Mrs W. A. R. Douglas
Mr C. Y. Dunn
Mr J. L. Durand
Miss Eccles
Mr J. E. Edwards
Mr Russell Ellis
Mr E. Ellis
Mr F. G. Fairburn
Mr C. Faulkner
Mr F. P. Fehiby
Mr H. Wolfe Flanagan
Mr H. Geffers
Dr. R. E. Gill
Mr R. Gillespie
Mr Harry Gong
Mr V. Goulborn
Mr & Mrs J. Gould
Mr William Hall
Mrs R. Hall
Mr John Scott Harston
Mr E. Hausermann
Mr J. F. Hayes
Mr P. J. van Hecke
Mr A. F. Henry
Mr Homeade
Mr Johnston
Mr O. C. Johnston
Mr S. J. Johnston
Mr A. Jones
Mr S. Kapp
Miss Kate Karysanski
Mr C. R. Kerr
Miss J. M. Kerr
Mr & Mrs J. M. Kerr
Mr W. T. Kester and niece
Mr Bob Kooff
Mr & Mrs S. H. Langston
Mr & Mrs C. Lauritsen
Mr J. G. Lawrence
Mr W. O. Law
Mr Leask
Mr Leslie H. Lee
Mr R. Lees
Mrs E. Liddell
Miss H. Little
Mr Longand
Mr M. Lymbery
Mr J. H. Marsman
Mr F. Mason
Mr Claud McGuire
Mr & Mrs G. Meager and child
Miss Micklehurst
Mr H. A. Mills
Mr H. M. Milne
Mr Guy H. Mitchell
Mr C. H. Montague
Dr. J. Morrison
Mrs S. M. Munroe
Mr G. Musitano
Mr E. E. Nathan
Mrs G. E. Nathan
Mr N. O. Noah
Mr B. C. Ong
Mr R. Otto
Mr & Mrs H. Pearman
Mr A. C. Pedersen
Mr & Mrs J. G. B. Perkins and family
Mr A. Poulet
Mr E. Powell
Mr A. C. Preston
Mr M. J. Quist
Mr J. Ramsay
Mr B. Rein
Mr A. H. Rowe
Mr C. Schmidt
Mr D. W. Schrameier
Mr W. Schrichner
Mr G. Schryver
Mrs E. Score
Mr D. A. Scheidel
Mr B. E. Serrer
Mr J. R. Simpson
Mr Camille Siesel
Mr & Mrs Whitey Smith
Mr F. Soane
Mr P. H. Solomon
Mr H. F. Sommers
Mr W. H. Sparker
Mr A. Strok
Mr C. Theresis
Miss D. A. Thompson
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Mr & Mrs Viper
Mr. R. A. Wadeson
Mr W. R. Wakeham
Mr H. B. Waters
Mr W. Watkinson
Mrs O. Weisinger
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Mr & Mrs A. F. Carleton
Mr & Mrs Costello
Dr. & Mrs Frank
Mr Franklin
Miss Geare
Mr & Mrs I. H. Geare
Misses Harry & Waln
Mr & Miss Osland Hill
Miss G. Hill
Mr P. M. Hogson
Mr A. E. J. Knight
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Mr & Mrs Meiriller and family
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Mr & Mrs Corren Mender
Mr J. L. Parker
Mrs W. H. Perry
Mr & Mrs Richardson
Miss Richardson
Mr & Mrs Rodgers and 3 children
Miss E. L. Rogers
Miss R. L. Rogers
Mr & Mrs da Roza
Mr C. B. Shank
Mr & Mrs D. G. Stewart
Mr J. H. Taggart
Mr Walk
Mr P. Watkinson
Mr W. Watkinson
Mr & Mrs Wilken

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Mr R. J. A. Barrett
Mr W. A. Bennett
Capt. T. L. Brown
Mr R. W. Campbell
Mr J. S. Cox
Mr W. S. Cuff
Mr W. E. Earle
Mr & Mrs H. Goldenberg
Mr C. H. Haslewood
Mr J. Jack
Mrs McCaw
Mr J. McDonald
Mr J. McPortland
Mr B. J. de H. Moore
Mr H. Smith
Mrs Stoianovich and children
Mrs C. Stringer and child
Mrs G. Tulloch
Mr A. J. Walmore

Once again the ball question, so far as championship golf is concerned, is brought into review. Owing to the weight and the flying qualities of the modern ball, wind, it is declared, no longer presents any serious problem. "This is a circumstance," says Mr. Tolley (in "The Modern Golfer"), "which I seriously deplore, and I for one would be glad to see a return to a lighter ball, at least for serious competitive golf (cluding championships). By all means I would leave to those for whom competitions mean nothing, and who play for the joy of the game and the exercise, the long flying ball, but for champions there should be a ball more difficult to control. I would standardise a lighter ball."

Then we have Duncan saying: "Golf has lost a good deal from the point of view of skill and science. Personally, I am in favour of a lighter ball." he suggests that a special standard ball should be adopted for the championships, and, if thought desirable, the present ball retained for the ordinary golfer. With two famous players—an amateur and a professional—expressing identically the same views, the day of revolution would seem to be drawing appreciably nearer.

Duncan deplores the fact that the ball has caused a levelling-up among players in the matter of driving. A large percentage of his matches were once won on the tee by reason of the fact that he could outdrive his opponents by twenty yards. This advantage has now disappeared. There is a limit to the distance a ball can be driven, consequently the acknowledged big hitters are standing still, while the others are gradually creeping up to them. To counteract this process, the real expert must concentrate on the shots up to the green, the short game, and the putting.

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Yours faithfully,
GODFREY THOMAS,
(Private Secretary.)

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"ELBERFELD"	16th October	25th November
*"COBLENZ"	10th November	13th December
"PFALZ"	11th December	17th January, 1925
*"DERFFLINGER"	3rd January, 1925	4th February "
*"SAARBRUECKEN"	2nd February, "	8th March "
*"TRIER"	1st March "	5th April "
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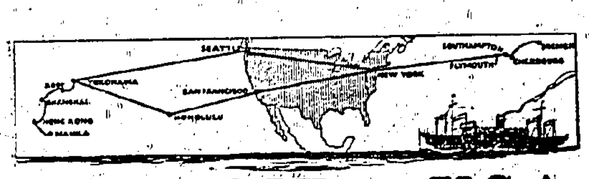
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A FRENCHMAN'S DARING VOYAGE.

TO CROSS PACIFIC ALONE.

Alain Gerbault, the young Frenchman who last year crossed the Atlantic alone in his little sailing boat, *Firecrest*, left France, recently, *en route* for New York, whence he is to sail in October on a lonely voyage across the Pacific. On this occasion Gerbault is crossing the Atlantic in the comfort of the ocean liner, *Paris*, his little vessel having remained laid up in New York since he completed his daring Atlantic trip in her. The next voyage of the *Firecrest* is to be a good deal longer than the last, and Gerbault anticipates being away for about three years. From New York he intends to cruise in the Caribbean Sea, then passing through the Panama Canal to cross the Pacific to Australia, calling *en route* at the Galapagos Islands, Marquesas, and Tahiti. On reaching the northern coast of Australia he will carry out a series of explorations there. As on his last adventurous voyage, Gerbault is to live with elementary simplicity on salt pork, pastes, such as macaroni and rice, with water and tea as his only beverages. In addition to the equipment he carried when he sailed alone across the Atlantic, Gerbault is taking on this next trip a machine-gun. He will also have aboard fishing tackle and a case of books, including the works of Rudyyard Kipling, Joseph Conrad, Coleridge, and Tennyson. A collection of old newspapers, containing chess problems, will also be on board, for Gerbault found the solution of these problems an absorbing occupation during the last lonely trip. "I became quite an expert in chess," he said.

He is full of enthusiasm about his plans, and has not the least fear of the long days and nights of absolute solitude on the face of the world's greatest ocean. He talks of the sea like a poet and a lover. "I was born at Dinard and went through the whole training of a sailor. To me the sea is a faithful companion whom I do not fear. Even when I sleep I am dreaming of the sea and hear the sound of its waves. I never feel alone when I am with the sea." Human companionship on these voyages of adventure would, he thinks, entirely spoil their finest features. Only a man who is alone with the sea learns her secrets, he says. Did Gerbault desire company, he would have no difficulty in choosing companion for his trip. Over 700 women, for instance, reading of his plans, have written to him asking to be allowed to accompany him in search of adventure and the detachment from the world which he seeks on the face of its great waters. But none of these adventurous ladies is to have her wish gratified, for Gerbault wants to be alone again with his little boat, his thoughts, and such voices of the past as those of Tennyson and Coleridge, whose music, he says, has captured the rhythm of the waves.

20,000 MILES UNDER THE SEA.

When on January 2nd last the crew of Submarine *K26* set sail—if the term be permitted—for the Mediterranean, they little thought that eight months would pass before they would return to their home port, and that in that time they would journey some 20,000 miles. Yet such are the facts. When at sea her commander received orders to proceed East, and so through the Red Sea and the tropics she came at last to Singapore. *K26* is the largest underwater craft in commission in the British Navy, but, even so, as anyone who has been aboard a submarine will know, the accommodation for a crew who must live and work and sleep, to say nothing of play, within her for eight months is, at the very least, restricted. That every man came back fit and sound is in itself remarkable, and is evidence of the great strides made during and since the war in submarine navigation and construction. When Jules Verne wrote his "Twenty Thousand Leagues under the Sea," it was, like most of his romantic tales, an essay in sensational fantasy—one of those imaginary voyages that thrilled and delighted by their extravagance, and carried enough conviction to make them plausible by reason of the circumstantial, scientific, and geographic details that lent an air of verisimilitude to pure invention. But Jules Verne did not excogitate his underwater ship unaided. Like most of our ultra-modern mechanical inventions, the submarine has a lineage of respectable antiquity. Napoleon I. was a patron of experiments in submarine navigation, which had begun in America at the end of the eighteenth century, and it is possible that the building in France, in 1863, by Charles Brun, of the first mechanically-propelled submarine, inspired Verne with the idea of the story which appeared six years later. However that may be, it is not surprising that writers of the romance of the future have now abandoned the unequal contest with the commonplaces of tomorrow. The imagination of the novelist has its work cut out to keep pace with the achievement of reality. If it attempt to cope with the future its poor wit may well be outclassed before the ink is dry. The men who perform such feats as that of the voyage of *K26* are, moreover, so extremely matter of fact about them. We who read or look on are thrilled, but the protagonists take all as part of the day's work. No novelist could have invented a tenser situation than that of the crew of a submarine during the war feeling the keel of a great ship scraping the top of their craft and expecting instant destruction. But the ship passed over without tearing the frail thing open. "Maria, give the gentleman a bag of nuts," was the skipper's laconic jest that broke the tension. At present it seems as though the submarine will remain an instrument of war solely. But he would be a bold man who ruled out the possibility of passenger

(Continued on next column.)

BEWARE SUDDEN CHILLS!

PEPS REMOVE DANGER THREATENING YOUR LUNGS.

Colds and chills strike with an alarming swiftness at any weak spot between throat or lungs. But only too often the danger is thought so little about that the seeds are sown for those deadly lung ailments, pleurisy and pneumonia.

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Every Peps-laden breath strengthens your defence against throat and lung dangers, and if you be subject to bronchitis, asthma, or other chronic chest weakness, Peps give surprising ease by loosening the stubborn plugs of phlegm, freeing your breathing and putting an end to the exhausting cough.

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liners that will be equally at home above or below water. There would certainly be manifest advantages in a ship that in stormy weather could continue her journey in the placid depths of the ocean. —*Daily Telegraph.*

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SAILINGS SUBJECT TO ALTERATION.

TSINGTAU via SWATOW & SHANGHAI	"TAKSANG"	...Wednesday,	17th Sept., 10 a.m.
TIENTSIN	"CHIPSHING"	...Wednesday,	17th Sept., 3 p.m.
SHANGHAI via SWATOW	"LOKSANG"	...Friday,	19th Sept., 10 a.m.
MANILA via AMOY	"YUENSANG"	...Saturday,	20th Sept., 2 p.m.
HAIPHONG via HOIHOW	"MINGSANG"	...Sunday,	21st Sept., 7 a.m.
BANGKOK via SWATOW	"YATSHING"	...Sunday,	21st Sept., 9 a.m.
SHANGHAI via SWATOW	"TINGSANG"	...Sunday,	21st Sept., 10 a.m.
KOBE via AMOY, SHANGHAI & MOJI	"HOSANG"	...Monday,	22nd Sept., 7 a.m.
SHANGHAI via SWATOW	"YUSANG"	...Tuesday,	23rd Sept., 10 a.m.
TSINGTAU via SWATOW & SHANGHAI	"WAISHING"	...Wednesday,	24th Sept., 10 a.m.
STRAITS & CALCUTTA	"NAMSANG"	...Wednesday,	24th Sept., 3 p.m.
STRAITS & CALCUTTA	"FOOKSANG"	...Saturday,	27th Sept., 3 p.m.
SANDAKAN	"HINSANG"	...Wednesday,	1st Oct., 1 p.m.

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"GLENSHANE"	7th Oct.
"GLENGARRY"	16th Oct.
"GLENAPP"	30th Oct.

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Vessel.	Leaves H'kong.	Discharged
"GLENIFFER"		28th Sept. London, Rotterdam & Hamburg.
"GLENOGLE"		24th Oct. London, Rotterdam & Hamburg.
"GLENGARRY"		13th Nov. London, Rotterdam and Hamburg.

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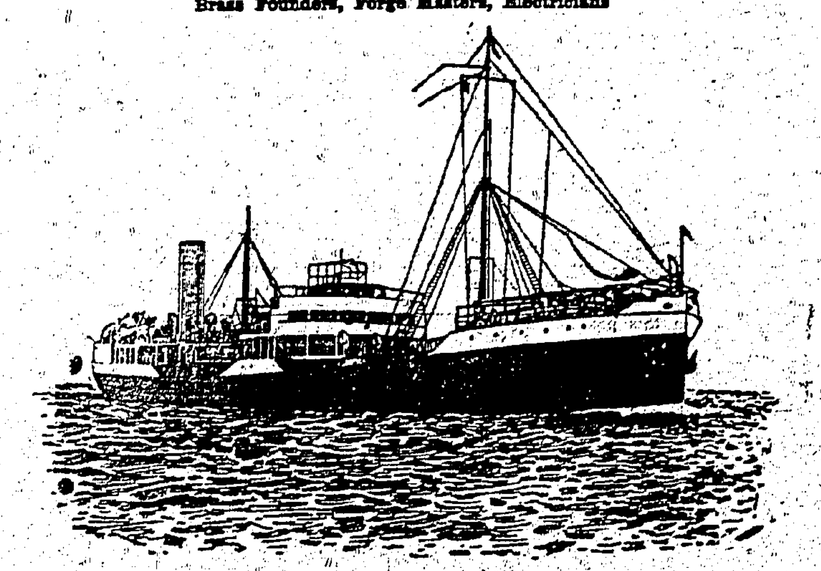
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SHIPPING NEWS

ARRIVALS.

September 15th.

Ekstraud, Norwegian str., 1,275 tons. Capt. Olaf Tsuksen, from Sebattik, lying at Sham Shui Po.—Thoresen & Co.

Soochow, British str., 1,394 tons, Capt. E. Monkman, from Shanghai and Amoy, with a general cargo, lying at buoy No. A24.—B. & S.

Tango Maru, Japanese str., 1,620 tons, Capt. K. Iguchi, from Tailey Bay, with a cargo of lime stone, lying at Kowloon Bay.—Geo. Grimble & Co.

September 16th.

Chipshingee, British str., from Canton, lying at buoy No. C33.

Hewawongse, British str., 1,047 tons, Capt. C. W. Shearer, from Manila, lying at buoy No. C39.

Huichow, British str., 1,220 tons, Capt. J. S. de Wolf, from Tientsin and Weihaiwei, with a general cargo, lying at buoy No. C34.—B. & S.

Kwangtung, British str., 1,572 tons, Capt. A. J. Scott, from Bangkok, with a general cargo, lying at buoy No. B11.—B. & S.

Kwankong, Portuguese str., 299 tons, tons, Capt. R. J. Noguiera, from Kwang Chow Wan, with a general cargo, lying at Yaumati.—Sung Hing Co.

Lok Sang, British str., 979 tons, Capt. F. Alexandre, from Shanghai and Swatow, with a general cargo, lying at West Point wharf.—J. M. & Co.

Patroclus, British str., 6,910 tons, Capt. Geo. T. Clark, from Liverpool, which port she left on August 16th, with a general cargo, lying at Holts wharf.—B. & S.

Scheer, German str., 5,123 tons, Capt. J. Holtring, from Shanghai, which port she left on September 13th, with a general cargo, lying at buoy No. A6.—Reuter Brockelmann & Co.

Senyo Maru, Japanese str., from Canton, lying at buoy No. C47.

Szechuen, British str., from Canton, lying at buoy No. B9.

Tilawa, British str., 6,153 tons, Capt. W. A. Fitt, from Kobe, which port she left on September 9th, with a general cargo, lying at Kowloon wharf.—Mackinnon, Mackenzie & Co.

Ting Sang, British str., 1,292 tons, Capt. W. Palmer Baker, from Shanghai and Swatow, with a general cargo, lying at buoy No. C35.—J. M. & Co.

Yuen Sang, British str., 1,982 tons, Capt. P. Jowitt, from Manila and Amoy, with a general cargo, lying at buoy No. B32.—J. M. & Co.

CLEARANCES.

September 16th.

Bangloe, for Shanghai.
Bolmen, for Manila.
Giyo Maru, for Kwangyen.
Glenfalloch, for Swatow.
Haifoong, for Swatow.
Haldis, for Saigon.
Kalgan, for Swatow.
Lang Shan, for Canton.
Lok Sang, for Canton.
New Mathilde, for Haiphong.
Patroclus, for Shanghai.
Scheer, for Singapore.
Senyo Maru, for Keelung.
Soochow, for Canton.
Szechuen, for Amoy.
Tak Sang, for Swatow.

PASSENGERS.

ARRIVALS.

Per s.s. *Patroclus*, on September 16th:—Mrs. M. Cocks and three children, Mr. and Mrs. F. D. Charles, Mr. and Mrs. W. A. Gummer, Mr. and Mrs. R. J. Hall, Miss J. A. Hall, Mr. W. W. Hall, Howell, Mr. Hayes, Mr. and Mrs. H. E. Martin, Mr. T. McCormack, Mr. H. A. Mills, Mrs. R. A. Olsen, Mr. C. M. Vise, Miss Lee Ah Chun, Mr. and Mrs. Thomas Black, Miss E. C. Brotherhood, Miss A. Collier, Major S. M. and Mrs. Cox, Mr. S. G. Chen, Mr. and Mrs. H. Clark, Mr. G. L. d'Arc, Miss A. M. Dudgeon, Miss E. M. Eastes, Mr. R. Eckford, Mr. and Mrs. L. G. Eagles, Mrs. Fullbrook, Mr. H. J. Gwyther, Mr. J. C. Gill, Mr. and Mrs. H. W. Hunt, Mr. A. Howe, Mr. A. C. Love, Mrs. and Mrs. A. C. Mauchan, Mrs. McColl, Rev. and Mrs. W. Robbins, Mr. J. A. B. Monzies, Mr. P. D. Raeburn, Mr. D. G. Raeburn, Mr. F. M. Stokes, Mr. A. L. Struthers, Mr. and Mrs. P. W. Turner, Mrs. E. Turner, Miss E. Turner, Mr. F. R. Wells-Wheal, Mr. D. A. Wilson, Mr. and Mrs. R. A. Williams and two children, Mr. M. Wright.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia*, Capt. A. J. Hosken, R.N.R., Commander, will leave here for Victoria and Vancouver, B.C., *vid* Shanghai, Nagasaki, Kobe and Yokohama at noon on Thursday, Sept. 25th.

The Dollar Steamship liner *President Hayes*, which is due at this port on October 13th, sailed from San Francisco on September 13th, on schedule.

The Admiral Oriental liner *President McKinley*, which sailed from this port at 5 p.m. on September 15th, is due at Manila at 7 a.m. September 17th. She returns from that port at 5 p.m. September 20th, arriving here at 7 a.m. September 22nd, and will sail for Victoria and Seattle at 10 a.m. September 24th.

VESSELS EXPECTED.

Ajax (Blue Funnel), due October 9th.
Antilochus (Blue Funnel), due September 18th.
Calchas (Blue Funnel), due September 27th.
Empress of Australia, due October 1st.
Morea (P. & O.), due September 18th.
Orestes (Blue Funnel), due October 9th.
President Van Buren (Dollar), due Sept. 29th.
Bath Kayser (Rickmers), due to-day.
Sumatra Maru (O.S.K.), due September 18th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
BUENOS AIRES via SINGAPORE, &c.	Awa Maru	Jap.	Nippon Yusen Kaisha	On 7th Nov.
NEW YORK & BOSTON	Southwestern Miller	Brit.	Prince Line	On 1st Oct.
BOSTON & NEW YORK via SUEZ	City of Yokohama	Brit.	The Bank Line, Limited	On 21st inst.
SAN FRANCISCO via STRAI & JAP. PORTS & H'LU.	President Cleveland	Am.	Pacific Mail S.S. Co.	On 24th inst., 4 p.m.
SAN FRANCISCO, &c.	West Prospect	Am.	Struthers & Barry	On 29th inst.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	On 25th inst.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 26th inst., 11 a.m.
VICTORIA, SEATTLE, TACOMA, VANCOUVER, &c.	Arabia Maru	Jap.	Osaka Shosen Kaisha	On 28th inst.
VICTORIA, SEATTLE & VANCOUVER	Achilles	Brit.	Butterfield & Swire	On 20th inst.
SEATTLE & VICTORIA, vid SHANGHAI, KOBE & YOKOHAMA	Presidt. Mckinley	Am.	Admiral Oriental Line	On 24th inst.
MARSEILLES, LONDON & ANTWERP	Kaisar-I-Hind	Brit.	P. & O.-B. I. & A. L.	On 20th inst., Noon
MARSEILLES, &c.	Amboise	Fren.	Messageries Maritimes	On 15th Oct.
MARSEILLES, &c.	Chantilly	Fren.	Messageries Maritimes	On 26th Oct
MARSEILLES, &c.	Andre Lebon	Fren.	Messageries Maritimes	On 28th inst.
MARSEILLES, LONDON, ANTWERP via SINGAPORE &c.	Kamo Maru	Jap.	Nippon Yusen Kaisha	On 24th inst.
MARSEILLES, LONDON, ROTTERDAM, HAMBURG & HULL	City of Lahore	Brit.	The Bank Line, Ltd.	On 30th inst.
GENOA, MARSEILLES, LIVERPOOL & GLASGOW	Antilochus	Brit.	Butterfield & Swire	On 20th inst.
GENOA, ANTWERP, ROTTERDAM, HAMBURG, BREMEN, &c.	Schlesien	Ger.	Melchers & Co.	On 18th Oct.
LONDON, HULL, ROTTERDAM & HAMBURG	Kumaens	Brit.	Butterfield & Swire	On 22nd inst.
LONDON, HAMBURG, ROTTERDAM & ANTWERP, &c.	Paris Maru	Jap.	Osaka Shosen Kaisha	On 5th Oct.
LONDON, ROTTERDAM & HAMBURG	Gleniffer	Brit.	Jardine, Matheson & Co., Ltd.	On 28th inst.
AMSTERDAM, ROTTERDAM, HAMBURG & BREMEN	Boeroe	Dut.	Java-China-Japan-Lijn	On 3rd Oct.
ANTWERP, ROTTERDAM & HAMBURG	Albert Vogler	Ger.	Reuter Brockelmann & Co.	About 23rd inst.
BOMBAY via SINGAPORE & COLOMBO	Tokshuhima Maru	Jap.	Nippon Yusen Kaisha	On 29th inst.
STRAITS & CALCUTTA	Namsang	Brit.	Jardines, Matheson & Co., Ltd.	On 24th inst., 3 p.m.
SINGAPORE, PENANG & CALCUTTA	Tilawa	Brit.	P. & O.-B. I. & A. L.	On 18th inst., 1 p.m.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Sicilia	Brit.	P. & O.-B. I. & A. L.	On 17th Oct.
SINGAPORE, PENANG, COLOMBO, BOMBAY, &c.	Soudan	Brit.	P. & O.-B. I. & A. L.	On 1st Oct.
SINGAPORE & BELAWAN-DELI	Van Cloon	Dut.	Java-China-Japan-Lijn	On —
BRINDISI, VENICE & TRIESTE	Laconia	Ital.	Dodwell & Co., Ltd.	On 10th Oct.
WEIHAIWEI, CHEFOO & TIENTSIN	Huichow	Brit.	Butterfield & Swire	On 20th inst., 4 p.m.
HAIPHONG via HAIKOW & FAKUEI	Taikwa Maru	Jap.	Yamashita Kisen Kaisha	About 19th inst.
KEELUNG via SWATOW & AMOY	Chukwa Maru	Jap.	Yamashita Kisen Kaisha	About 18th inst.
SANDAKAN	Hinsang	Brit.	Jardine, Matheson & Co., Ltd.	On 1st Oct., 1 p.m.
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 17th inst., 11 a.m.
AUSTRALIAN PORTS	Arafura	Brit.	P. & O.-B. I. & A. L.	On 1st Oct.
AUSTRALIAN PORTS	Taiyuan	Brit.	Butterfield & Swire	On 9th Oct.
SHANGHAI, KOBE & YOKOHAMA	Tajima Maru	Jap.	Nippon Yusen Kaisha	On 20th inst.
TSINGTAO via SWATOW & SHANGHAI	Taksang	Brit.	Jardine, Matheson & Co., Ltd.	On 17th inst., 10 a.m.
SHANGHAI, MOJI & KOBE	Malwa	Brit.	P. & O.-B. I. & A. L.	On 10th Oct.
SHANGHAI, MOJI & KOBE	Morea	Brit.	P. & O.-B. I. & A. L.	On 15th inst., D.L.
SHANGHAI & KOBE	Sicilia	Brit.	P. & O.-B. I. & A. L.	On 4th Oct.
YOKOHAMA, KOBE & MOJI	Persia	Ital.	Dodwell & Co., Ltd.	About 30th inst.
SHANGHAI	Tjisondari	Dut.	Java-China-Japan-Lijn	On 28th inst.
MOJI & KOBE	Eastern	Brit.	P. & O.-B. I. & A. L.	On 1st Nov.
MOJI & KOBE	St. Albans	Brit.	P. & O.-B. I. & A. L.	On 4th Oct.
YOKOHAMA, KOBE, NAGASAKI & SHANGHAI	C. Lepoz Y Lepoz	Span.	Botelho Bros.	On 12th Oct.
JAPAN PORTS	Arabia Maru	Jap.	Osaka Shosen Kaisha	On 28th inst.
TIENTSIN	Chipshing	Brit.	Jardine, Matheson & Co., Ltd.	On 17th inst., 3 p.m.
BATAVIA	Tjikarang	Dut.	Java-China-Japan-Lijn	About 17th inst.
CALCUTTA, SINGAPORE & RANGOON	Hamburg Maru	Jap.	Osaka Shosen Kaisha	On 26th inst.
CALCUTTA via SINGAPORE, PENANG & RANGOON	Lake Gilpen	Am.	Pacific Mail S.S. Co.	On —
HAIPHONG via HOIHOW	Mingsang	Brit.	Jardine, Matheson & Co., Ltd.	On 21st inst., 7 a.m.
AMOY, SWATOW & SINGAPORE	Kiungchow	Brit.	Butterfield & Swire	On 23rd inst., 2.30 p.m.
SWATOW & BANGKOK	Kwangtung	Brit.	Butterfield & Swire	On 23rd inst., 2.30 p.m.
SWATOW, AMOY & FOOCHOW	Haifoong	Brit.	Douglas Lapraik & Co.	On 16th inst., 1 p.m.
SWATOW, AMOY & FOOCHOW	Hai-Ning	Brit.	Douglas Lapraik & Co.	On 19th inst., 5 p.m.
MANILA	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	On 17th inst.
MANILA	Yuensang	Brit.	Jardine, Matheson & Co., Ltd.	On 20th inst., 3 p.m.
MANILA	Presidt. Jefferson	Am.	Admiral Oriental Line	On 9th Oct.
MANILA, SINGAPORE, COLOMBO, &c.	C. Lopez Y Lopez	Span.	Botelho Bros.	On 30th Oct.
MANILA, CEBU & ZAMBOANGA	West Carmona	Brit.	Struthers & Barry	On 25th inst.

WEATHER REPORT

September 16th at 17.24—Pressure has increased slightly over S.W. Japan and decreased slightly at Chefoo.

The depression or typhoon remains stationary to the S.W. of Nagasaki. It may be filling up.

The anticyclone over N. China has weakened.

Pressure is still low over the China Sea.

Hongkong rainfall for the 24 hours ending at 18 hours, Sept. 16th, 0.02 inch. Total since January 1st, 85.19 inches, against an average of 71.57 inches.

The forcast for the 24 hours ending at 18 hours, Sept. 17th is as follows.—

DISTRICT	FORECAST
Formosa Channel	N.E. winds, fresh.
Hongkong to Gap Rock	Variable winds, light to moderate; thunder showers.
South coast of China between Hongkong and Lamocks	do.
South coast of China between Hongkong and Hainan	do.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, September 16th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.75	29.76	29.77
Temperature ...	82	79	82
Humidity ...	84	88	77
Wind Direction...	N	E	E
" Force ...	1	4	4
Weather ...	op	o	op
Rain ...	0.05	0.00	0.05

Hightest open-air Temperature on 15th ... 83
Lowest open-air Temperature on 16th ... 77

HONGKONG TIDE TABLE.

From Sept. 17th to 23rd, 1924.

		HIGH WATER.		LOW WATER.	
Days of Week.	Days of Month.	H'kong. Standard Time.	Height.	H'kong. Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft.
Wed.	17	m 11 47	6 0	m 5 36	2 7
		11 51 a	6 3	5 44 a	3 2
Thur.	18	0 32 a	5 5	m 6 25	12 8
				6 10 a	3 6
Fri.	19	m 0 24	6 3	m 7 22	3 1
		1 28 a	4 9	6 30 a	4 0
Satur.	20	m 1 1	6 2	m 8 33	3 3
		2 41 a	4 5	6 32 a	4 3
Sun.	21	m 1 46	6 2	m 10 4	3 3
		Noinferior	High	nor Low	Water
Mon.	22	m 2 44	6 1	m 11 28	3 1
		Noinferior	High	nor Low	Water
Tues.	23	m 4 1	6 1	0 21 a	2 8
		4 58 a	4 9	10 36 a	4 7

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet at 10 A.M.

Place of Observation.	Highest W.L. ever recorded.	Lowest W.L. ever recorded.	1924. W.L. Sept. 13	1924. W.L. Sept. 14
Wuchow, W. River	Feet. +79.50	Feet. —2.42	Feet. +*17.0	Feet. —
Kongmoon, W. River	+14.70	—0.80	+3.8	+3.3
Linkonghow, N. River	+37.00	—	+6.0	+14.5
Shinchow, N. River	+35.81	—	+5.1	+6.7
Samshui, N. River	+27.25	—5.00	+**3.2	—
Sheklung, E. River	+15.15	—0.88	+*4.0	—

*For the 12th. **Falling. Engineer-in-Chief.

CANADIAN PACIFIC

THE

"EMPRESS OF RUSSIA"

WILL SAIL FROM

HONGKONG

TO

MANILA

5 P.M., WEDNESDAY, SEPTEMBER 17th.

FROM

HONGKONG

TO

VANCOUVER

NOON, THURSDAY, SEPTEMBER 25th,

via Shanghai, Nagasaki, Kobe & Yokohama.

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s.s. "BOEROE" ... 3rd October
s.s. "OOSTKERK" ... 3rd November

OUTWARD BOUND STEAMERS (DUE TO ARRIVE HONGKONG).

s.s. "OOSTKERK" ... 23rd September
s.s. "SCHIEDIJK" ... End of October
s.s. "OUDKERKERK" ... End of November
s.s. "OLDEKERK" ... End of December

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VIA

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S.S. "PRESIDENT CLEVELAND" ... Wednesday, September 24th, at 4 p.m.
S.S. "PRESIDENT PIERCE" ... October 8th, at 4 p.m.
S.S. "PRESIDENT TAFT" ... October 22nd, at 4 p.m.
S.S. "PRESIDENT WILSON" ... November 5th, at 4 p.m.

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HONGKONG—MANILA

S.S. "PRESIDENT PIERCE" ... September 23th, at Noon.
S.S. "PRESIDENT TAFT" ... October 12th, at Noon.
S.S. "PRESIDENT WILSON" ... October 26th, at Noon.

For Full Information regarding Rates, Space, etc., Apply to—

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VICTORIA, SEATTLE & VANCOUVER via Shanghai, Japan ports
Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.
Through passage rates to Europe via America G.$405, G.$420, G.$440
KAGA MARU ... Friday, 26th Sept., at 11 a.m.
IYO MARU ... Wednesday, 15th Oct.

MARSEILLES, LONDON & ANTWERP via Singapore Ports.
KAMO MARU ... Wednesday, 24th Sept. at 11 a.m.
KATORI MARU ... Wednesday, 8th Oct., at 11 a.m.

HAMBURG via LONDON & ROTTERDAM.
MITO MARU ... Friday, 26th Sept.

LIVERPOOL via MARSEILLES & VALENCIA.
DELAGOA MARU ... Sunday, 28th Sept.

SYDNEY & MELBOURNE via Manila Ports.
TANGO MARU ... Wednesday, 17th Sept., at 4 p.m.
YOSHINO MARU ... Wednesday, 15th Oct.

NEW YORK & BOSTON via PANAMA.
LISBON MARU ... Friday, 3rd Oct.

BUENOS AIRES via Singapore, Durban & Cape Town.
AWA MARU ... Friday, 7th Nov.

BOMBAY via Singapore, Penang & Colombo.
TOKSUHIMA MARU ... Monday, 29th Sept.
TAMBA MARU ... Friday, 10th Oct.

CALCUTTA via Singapore, Penang & Rangoon.
CALCUTTA MARU ... Tuesday, 23rd Sept.
PENANG MARU ... Sunday, 12th Oct.

JAVA & CALCUTTA via Batavia.
TASMANIA MARU ... Thursday, 2nd Oct.

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Monday, 13th Oct.

SHANGHAI, KOBE & YOKOHAMA.
TAJIMA MARU (Calls Moji & Osaka) ... Saturday, 20th Sept.
OSAKA MARU (Moji, Kobe & Osaka) ... Monday, 22nd Sept.
KASHIMA MARU ... Tuesday, 23rd Sept.
MATSUMOTO MARU ... Wednesday, 24th Sept.

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.
"PARIS MARU" ... Sunday, 5th Oct

RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban and Capetown.
"MEXICO MARU" ... Wednesday, 22nd Oct.
"CHICAGO MARU" ... Monday, 24th Nov.

BOMBAY via Singapore and Colombo.
"SUMATRA MARU" ... Saturday, 20th Sept.
"SHUNKO MARU" ... Sunday, 5th Oct.

BANGKOK via SAIGON Only.
"KISHU MARU" ... Thursday, 2nd Oct

CALCUTTA via Singapore & Rangoon.
"HAMBURG MARU" ... Friday, 26th Sept.
"HAGUE MARU" ... Sunday, 26th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan Ports.
"ARABIA MARU" ... Friday, 26th Sept.

NEW YORK via Japan Ports, San Francisco and Panama.
"ALASKA MARU" (From Kobe) ... Wednesday, 15th Oct.

JAPAN PORTS.
"ARABIA MARU" ... Friday, 26th Sept.
"ALPS MARU" ... Monday, 29th Sept
"ANDES MARU" ... Friday, 7th Oct.

KEELUNG via SWATOW & AMOY.
"KAIJO MARU" ... Sunday, 21st Sept., 2 p.m.
"AMAKUSA MARU" ... Sunday, 28th Sept., 2 p.m.

TAKAO via SWATOW & AMOY.
"KOTSU MARU" ... Thursday, 25th Sept., 10 a.m.

TAKAO & KEELUNG
"SOURABAYA MARU" ... Friday, 26th Sept.

For further particulars please apply to—
OSAKA SHOSEN KAISHA
Telephone Nos. 4083, 4089, 4090. K. SHIMA, Manager.

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PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

"CITY OF PEKIN" 30th Sept.....Mars., L'don., R'dam. Hamburg & Hull.

PASSENGER SERVICE.

* "CITY OF LAHORE" 26th Oct.....Shanghai and Japan.
* "CITY OF LAHORE" 4th Dec.....Marseilles, London, etc.
† "CITY OF KARACHI" 29th Jan..... Do.
* "CITY OF BARODA" 1st March..... Do.

* "A" Class. † "B" Class.

FARES TO LONDON.

SINGLE 1st Class "A"...£98. "B"...£84. | SINGLE 2nd Class "A"...£62. "B"...£56.
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AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

*S.S. "CITY OF YOKOHAMA"	...via Suez Canal	—	21st Sept.
S.S. "TEUCER"	—via Suez Canal	—	1st Oct
S.S. "EURYLOCHUS"	—via Suez Canal	—	11th Oct.
*S.S. "CITY OF RANGOON"	—via Suez Canal	—	21st Oct

*Boston and New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
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HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.
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M. MESSAGERIES MARITIMES M.

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailings for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON	—	—	28th Sept.
AMBOISE	—	—	12th Oct
CHANTILLY	28th Aug.	29th Sept.	26th Oct.
PORTHOS	11th Sept.	14th Oct	9th Nov.
AMAZONE	25th Sept.	28th Oct.	23rd Nov.
ANGKOR	9th Oct.	11th Nov.	7th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES

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*HAIHONG	Capt. Ellis Walker	Tuesday,	23rd Sept. at 3 p.m.
HAIFOONG	Capt. W. S. Turnbull	Friday,	26th Sept. at 1 p.m.

*Calling at Amoy for Passengers only.

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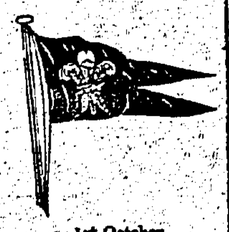
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S.S. "MOORISH PRINCE" 1st November.

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PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KAISAR-I-HIND"	11,430	20th Sept., Noon	Mars., L'don. & Antwerp.
"SOUDAN"	6,696	1st Oct.	S'pore., Penang, Colombo & B'bay
"KASHMIR"	8,963	4th Oct.	Mars., London & Antwerp.
"MOREA"	10,911	18th Oct.	do.
"PESHAWUR"	7,934	21st Oct.	do.
"SICILIA"	6,813	27th Oct.	S'pore, Penang, Colombo & B'bay.
"KASHGAR"	8,840	1st Nov.	Mars., London & Antwerp.
"MALWA"	10,941	15th Nov.	do.
"SARDINIA"	6,684	25th Nvo.	S'pore., Penang, Colombo & B'bay.
"KARMALA"	9,098	29th Nov.	Mars., London & Antwerp
"MANTUA"	10,902	13th Dec.	do.
"SOUDAN"	6,696	23rd Dec.	S'pore, Penang, Colombo & B'bay.
"KHIVA"	9,097	27th Dec.	Marseilles, L'don. & A'werp
		1925	
"MACEDONIA"	11,089	10th Jan.	Marseilles, London & A'werp.
"SICILIA"	6,813	20th Jan.	S'pore, Penang, Colombo & B'bay.
"KALYAN"	9,118	24th Jan.	Mars., London & Antwerp.
"MOREA"	10,911	7th Feb.	do.
"KASHMIR"	8,963	21st Feb.	do.
"MALWA"	10,941	7th Mar.	do.
"KASHGAR"	8,840	21st Mar.	do.
"MANTUA"	10,902	4th Apr.	do.
"KARMALA"	9,098	18th Apr.	do.

BRITISH INDIA—APCAR SAILINGS

"TILAWA"	10,000	18th Sept., 1 p.m.	Singapore, Penang & Calcutta
"TAIREA"	8,500	3rd Oct.	do.
"TAKADA"	8,949	25th Oct.	do.
"TALMA"	10,000	8th Nov.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	1st Oct.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,500	29th Oct.	
"EASTERN"	4,000	26th Nov.	

Frequent connections from Australia with the following:—
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The P. & O. Royal Mail Steamers to London via Suez Canal. San Francisco, etc.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"MOREA"	10,911	19th Sept., D.L.	Shanghai, Moji & Kobe.
"KASHGAR"	8,840	3rd Oct.	do.
"ST. ALBANS"	4,500	4th Oct.	Moji & Kobe.
"SICILIA"	6,813	4th Oct.	Shanghai & Kobe.
"TAKADA"	6,949	6th Oct.	Moji & Kobe.
"MALWA"	10,941	18th Oct.	Shanghai, Moji & Kobe.
"TALMA"	10,000	20th Oct.	Moji & Kobe.
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"SARDINIA"	6,684	1st Nov.	Shanghai & Kobe.
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"TAKLIWA"	8,500	13th Nov.	Moji & Kobe.
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"ST. ALBANS"	4,500	3rd Jan.	Moji & Kobe.
"MOREA"	10,911	10th Jan.	Shanghai, Moji & Kobe.
"KASHMIR"	8,963	24th Jan.	do.
"MALWA"	10,941	7th Feb.	do.
"KASHGAR"	8,840	21st Feb.	do.
"MANTUA"	10,902	7th Mar.	do.
"KARMALA"	9,098	21st Mar.	Shanghai, Moji & Yokohama
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Parcels Measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG Agents.

Y. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN KEELUNG, HONGKONG, CANTON & HAIPHONG.
SAILING FROM HONGKONG.

For CANTON
For HAIPHONG via Hoihow & Pakhoi
S.S. "TAIKWA MARU" on or about 19th Sept.
For KEELUNG via Swatow & Amoy
S.S. "CHUKWA MARU" on or about 18th Sept.

For further particulars, please apply to—
Branch Office: No. 27, Bonham Strand West. Tel. Central No. 155.
S. MITARAI, Agent. Top Floor King's Building. Tel. Central Nos. 140 & 4457

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departures
SHANGHAI & NEWCHWANG ...	"CHEKIANG" ...	On 17th Sept., 3 p.m.
SWATOW & SHANGHAI ...	"SOOCHOW" ...	On 18th Sept., 2.30 p.m.
SHANGHAI & TSINGTAO ...	"KANGHOW" ...	On 20th Sept., Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW" ...	On 20th Sept., 4 p.m.
HOIHOW & BANGKOK	"CHENAN" ...	On 21st Sept., 10 a.m.
SWATOW & SHANGHAI	"YINGCHOW" ...	On 21st Sept., 2.30 p.m.
AMOY & SHANGHAI	"SHANTUNG" ...	On 23rd Sept., D.L.
SWATOW & BANGKOK ...	"KWANGTUNG" ...	On 23rd Sept., 2.30 p.m.
AMOY, SWATOW & SINGAPORE	"KIUNGCHOW" ...	On 23rd Sept., 2.30 p.m.
SWATOW & SHANGHAI	"SUIYANG" ...	On 25th Sept., 2.30 p.m.
SHANGHAI & TSINGTAO ...	"LIANGCHOW" ...	On 27th Sept., Noon.
AMOY, SWATOW & SINGAPORE	"KIANGSU" ...	On 28th Sept., 2.30 p.m.

SHANGHAI LINE.—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pukow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtsze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Agents.
TELEPHONE CENTRAL 38.
CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE. [6

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.
SAILINGS SUBJECT TO ALTERATION

Steamer	Arr. Hongkong about	Sails for Manila, Sandakan, Thurs. Is. & Aus. Ports about
"TAIYUAN" ...	5th October	9th October.
"CHANGSHA" ...	2nd November	6th November

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE,
Telephone No. Central 38. Agents.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "BOWES CASTLE" Sails about 24th September.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).
TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

£66.

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "PERSIA" Sails about 30th September.
S.S. "DUCHESSA D'AOSTA" Sails about 30th October.
S.S. "GERANIA" Sails about 23rd November
S.S. "ROSANDRA" Sails about 30th November.
S.S. "NUMIDIA" Sails about 23rd December.
S.S. "VENEZIA" Sails about 30th December

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE

S.S. "LACONIA" Sails about 4th October.
S.S. "FIUME-L" Sails about 6th October.
S.S. "PERSIA" Sails about 6th November.
S.S. "DUCHESSA D'AOSTA" Sails about 7th December.
S.S. "GERANIA" Sails about 31st December.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails about 30th September.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LIMITED
Telephone Central 1030. Agents.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO SAN FRANCISCO AND LOS ANGELES FROM HONGKONG BY DIRECT ROUTE.

U.S.S.B. "WEST PROSPECT" Due Hongkong 25th Sept. Leave Hongkong 29th Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, CEBU AND ZAMBOANGA.

U.S.S.B. "WEST CARMONA" Due Hongkong 23rd Sept. Leave Hongkong 25th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO MANILA, SINGAPORE, ZAMBOANGA AND CEBU.

U.S.S.B. "WEST CAJOOT" Due Hongkong 15th Oct. Leave Hongkong 16th Oct.

FOR FULL INFORMATION, APPLY TO
STRUTHERS AND BARRY,
L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA.
1st Floor, Queen's Building. Phone No. Central 2006.
G. P. BRADFORD, Res. Agent. [123

POST OFFICE NOTICE.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m., registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Shanghai	*Hunan*	17th Sept.
Shanghai ...	*Empchow*	17th Sept.
Europe via Suez (Letters and papers, London, 21st, Aug. and Parcels, 14th Aug.)	*Morea* ...	18th Sept.
Straits	*Hosang*	18th Sept.
Shanghai	*Kanchow* ...	18th Sept.
Australia	*Pacific Maru* ...	19th Sept.
Suez and Straits	*Tydeus* ...	20th Sept.
Straits	*Fooksang* ...	21st Sept.
Manila	*Emp. of Russia* ...	22nd Sept.
Manila	*Pres. McKinley* ...	22nd Sept.
Manila	*Pres. Cleveland* ...	22nd Sept.
Japan	*Kamo Maru* ...	23rd Sept.
Japan	*Philoctetes* ...	24th Sept.
Suez and Straits	*Dutchas*	27th Sept.
Japan	*Arafura*	29th Sept.
Australia & Manila	*St. Albans* ...	3rd Oct.
Australia & Manila	*Taiyuan*	5th Oct.

OUTWARD MAILS

For	Per	Date
Swatow	*Takang*	Wednesday, 17th, 8.30 A.M.
Java via Batavia	*Tjikarang* ...	11.30 A.M.
*Shanghai	*Chekiang* ...	1.30 P.M.
*Manila, Australia & New Zealand via Thursday Island—due Thursday Island, 25th Sept.	*Tango Maru* ... Registration	1.45 P.M.
	Letters ...	2.30 P.M.
Manila	*Emp. of Russia* ...	3.30 P.M.
Shanghai	*Patroclus* ...	3.30 P.M.
Swatow, Amoy and Formosa	*Chukuea Maru* ..	5.00 P.M.
Hoihow	*Amherst*	5.00 P.M.
Pakhoi and Haiphong	*Linchain*	Thursday, 18th, 8.00 A.M.
Straits and Calcutta	*Tilawa* ...	11.00 A.M.
Swatow	*Soochow*	1.00 P.M.
Shanghai and Japan	*Moyea* ...	5.00 P.M.
Formosa, Shanghai, Japan, Honolulu, *U.S.A. *Central & *South America, *Canada & *Europe via San Francisco—due San Francisco 15th Oct. ...	*Siberia Maru* ... Registration	Friday, 19th, 9.45 A.M.
	Letters	10.30 A.M.
Swatow, Amoy and Foochow	*Hai Ning*	4.00 P.M.
Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden Egypt and Europe via Marseilles—due Marseilles, 17th Oct.	*Dwarka-I-Hind*	Parcels, 19th, 5.00 P.M.
		Saturday, 20th, Registration 9.45 A.M.
		Letters 10.30 A.M.
Shanghai	*Kanchow*	10.00 A.M.
Amoy and *Manila	*Yuensang*	10.00 A.M.
Japan, *Canada, *U.S.A. *Central and *South America and *EUROPE via Victoria, B.C.—due Victoria, B.C., 13th Oct.	*Achilles*	10.00 A.M.
Wei Hai Wei	*Huichow*	2.30 P.M.
Hoihow and Haiphong	*Hingsun*	5.00 P.M.
Amoy, *Shanghai and *Japan	*Hosang*	5.00 P.M.
Swatow, Amoy and Formosa	*Kaijo Maru* ...	Sunday, 21st, 9.00 A.M.
*Swatow and Bangkok	*Yat Shing* ..	9.00 A.M.
Swatow, Amoy & Foochow ...	*Haikong*	Tuesday, 23rd, 2.00 P.M.
*Shanghai, *Japan, Honolulu, *Canada, *U.S.A. *C & *S. America, & *EUROPE via SAN FRANCISCO—due San Francisco, 17th Oct.	*Pres. Cleveland*	Parcels, 23rd, 5.00 P.M.
		Wednesday, 24th, Registration 8.00 A.M.
		Letters ... 8.00 A.M.
		Parcels, 23rd, 5.00 P.M.
Shanghai, Japan, Canada U.S.A., Central & South America and *EUROPE via Victoria, B.C.—due Victoria, B.C., 13th Oct. & Europe via Siberia (Correspondence specially superscribed "via Siberia" only)	*Pres. McKinley*	Wednesday, 24th, Reg. 8.00 A.M.
		Letters 8.30 A.M.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt, and Europe via Marseilles—due Marseilles, 25th Oct. ...	*Kamo Maru*	Registration 8.45 A.M.
		Letters 9.30 A.M.
Shanghai, Japan, Canada, U.S.A., Central and South America and EUROPE via VANCOUVER, B.C.—due Vancouver, B.C., 13th Oct. ...	*Emp. of Russia* ...	Thursday, 25th, Parcels for Canada only:— 9.00 A.M.
		Registration 9.15 A.M.
		Letters 10.00 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE
(DIRECT).

EUMAEUS . 22ND SEPT. London, Hull, Rotterdam & Hamburg
AUTOLYCUS 6TH OCT. Marseilles, London, Rotterdam & Hamburg
HELENUS ...13TH OCT. London, Rotterdam & Hamburg
PATROCLUS 21ST OCT. Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS).

ANTILOCHUS ...18TH SEPT. Genoa, Marseilles, Liverpool & Glasgow
KT. TEMPLAR .. 1ST OCT. Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA)

ACHILLES ...18TH SEPT. Victoria, Seattle & Vancouver
PHILOCTETES...14TH OCT. Victoria, Seattle & Vancouver

NEW YORK SERVICE
(VIA SUEZ OR PANAMA)

TEUCER ... 1ST OCT. Boston, New York & Baltimore via Suez
EURYLOCHUS 11TH OCT. Boston, New York & Baltimore via Suez

PASSENGER SERVICE

PATROCLUS ...17TH SEPT. Shanghai
PATROCLUS ...21ST OCT. Singapore, Marseilles & London
MENTOR ...17TH NOV. Singapore, Marseilles & London
HECTOR ...16TH DEC. Singapore, Marseilles & London
TEIRESIAS ...29TH DEC. Singapore, Marseilles & London
SARPEDON ...27TH JAN. Singapore, Marseilles & London

Also cargo steamers with limited passenger accomodation at specially reduced fares.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION, APPLY TO
BUTTERFIELD & SWIRE
AGENTS.

2C1

COMMERCIAL.

OPENING QUOTATIONS.

September 16th, 1924

On London.—	
Telegraphic Transfer ...	2/4⅜
Bank Bills, on demand ...	2/4 11/16
Bank Bills, at 30 days' sight ...	—
Bank Bills, at 4 months' sight	2/4⅞
Credits, at 4 months' sight ...	2/5⅛
Documentary Bills, 4 months' sight	2/5⅜
On Paris.—	
Bank Bills, on demand ...	996
Credits, 4 months sight ...	1,195
On New York.—	
Bank Bills, on demand...	53⅛
Credits, at 30 days' sight ...	54⅛
On Bombay.—	
Telegraphic Transfer ...	164
Bank Bills, on demand...	
On Calcutta.—	
Telegraphic Transfer ...	164
Bank Bills, on demand ...	
On Shanghai.—	
Bank Bills, at sight ...	nom.
Private, 30 days' sight ...	
On Yokohama.—On demand	130⅜
On Manila.—On demand ...	108
On Singapore.—On demand	102½
On Batavia.—On demand ..	140½
On Haiphong.—On demand ...	nom.
On Saigon.—On demand ...	nom.
On Bangkok.—On demand...	77½
Sovereign, Bank's Buying rate	$8.17
Gold Leaf, 100 fine, per tael	48.40
Bar Silver, per oz.	34 13/16

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorised Capital	$50,000,000
Issued and Fully Paid-up ...	$20,000,000
Reserve Funds:—	
Sterling	£4,500,000
Silver	$25,500,000
Reserve Liability of Proprietors	$20,000,000

Court of Directors:

W. L. Pattenden, Esq.—Chairman
H. P. White, Esq.—Deputy Chairman.
R. D. F. Beith, Esq. — J. A. Plummer, Esq.
A. H. Compton, Esq. — J. P. Warren, Esq.
Hon. Mr. P. H. Holyoak. — N. L. Watson, Esq.
A. O. Lang, Esq. — G. M. Young, Esq.

Chief Manager:
A. H. Barlow, Esq.
Manager: Shanghai—G. H. Stitt, Esq.

London Bankers:
WESTMINSTER BANK, LTD.

Current Accounts opened in Local Currency and Fixed Deposits received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.

Hongkong, 2nd September, 1924. [27

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

Interest on Deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

For the Hongkong & Shanghai Banking Corporation,
A. H. BARLOW,
Chief Manager.

Hongkong, 2nd September, 1924. [28

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.

Head Office—London.

Paid-up Capital	£3,000,000
Reserve Fund...	£3,900,000
Reserve Liability of Proprietor ...	£3,000,000

Foreign Exchange and General Banking Business transacted.

Current Accounts opened and Fixed Deposits received for one year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,
Manager.

Hongkong, April 8th 1924. [31

THE BANK OF TAIWAN, LIMITED.

(Taiwan Ginko.)

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	Yen 52,500,000
Reserve Fund	Yen 12,980,000

Head Office:—Taipeh Formosa.

Branches:

Japan:—Tokyo, Yokohama, Kobe, Osaka, Moji.
Formosa:—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiou, Taichu, Tainan, Takow, Tamsui, Tohyen, Ako.
China:—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton.
Others:—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Bombay, London, New York.

London Bankers:
London Counties Westminster and Parr's Bank

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

Z. YAMAMOTO
Manager.

Hongkong Branch,
4, Des Voeux Road,
Hongkong, 28th June, 192?

A BIG HIT

The New "Capstan de Luxe" has made A BIG HIT everywhere. It cannot fail to please those smokers who demand an oval cigarette of the Finest Virginia Tobacco.

Just arrived from England
On Sale all High-Class Tobacconists



This advertisement is issued by the British-American Tobacco Co. (China) Ltd. K-17

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital... ...	£3,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,080,000
Reserve Fund	£1,250,000

Bankers:
The Bank of England
and
Midland Bank, Ltd.

Branches:

Bangkok	Galle	Kuala Lumpur	Rangoon
Batavia	Hongkong	Madras	Shanghai
Bombay	Howrah	New York	Simla
Calcutta	Kandy	Penang	Singapore
Colombo	Karachi	Port Louis	Sourabaya
Delhi	Kota Bharu	(Mauritius)	

Hongkong Branch:
Every description of Banking and Exchange Business transacted.

Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

N. C. WILSON.
Manager.

7, Queen's Road Central,
Hongkong, February 11th, 1924 [30

BANQUE DE L'INDO-CHINE, PARIS.

Head Office: 96 Boulevard Haussmann, Paris.

Subscribed Capital	Frs 72,000,000.00
Paid-up Capital	Frs. 68,400,000.00
Reserve Fund	Frs. 59,687,283.54

Branches

Bangkok	Hongkong	Saigon
Battambang	Mengtsz	Shanghai
Canton	Noumea	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Tourane
Hankow	Pnom Penh	Yunnanfu
Hanoi	Pondicherry	

Bankers:

In France: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
In London: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
In New York: J. P. Morgan and Co French-American Banking Corporation; Guaranty Trusty Co., of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.

A. LECOT,
Manager.

Hongkong, 20th March, 1924. [32

THE BANK OF EAST ASIA, LTD.

Head Office:—
No. 10, Des Voeux Road Central. HONGKONG.

Established 1918

Authorised Capital	$10,000,000.00
Paid-up Capital	5,000,000.00
Reserve Fund	750,000.00

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of Two per cent. per annum. on Savings Accounts Four per cent. per annum, and on Fixed Deposits at the following rates:—

Per annum.
For 3 months at the rate of 3 per cent.
For 6 " 4 "
For 12 " 5 "

KAN TONG PO,
Chief Manager.

Hongkong, March 15th, 1924. [84

INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office:
York Building, Chater Road, Hongkong

Branches:
Shanghai—61, Kiangse Road.
Hankow—British Concession.

Correspondents in
London, New York, Chicago, San Francisco, Vancouver, B.C., Honolulu, Singapore, Penang, Tientsin, Swatow, Macao, Canton and all Commercial centres of China and abroad.

Prompt Service.

Attractive Rates for all kinds of Deposits Enquiries are welcomed.

T. H. MAI,
1962] Manager.

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid-up)	Yen 100,000,000
Reserve Fund	Yen 74,500,000

Head Office: Yokohama.

Branches and Agencies at:

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun (Changchun)	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
Fengtien (Mukden)	Nagoya	Shimonoseki
	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Harbin	Peking	Tsinanfu
Honolulu	Rio de Janeiro	Tsingtau
Kai Yuan		Vladivostock

Interest allowed on Current Accounts. Deposits received for Fixed Periods at to be obtained on application.

T. NISHIYAMA, Manager.

Hongkong, 24th July, 1924. [29

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

[Netherlands Trading Society.]
BANK.

Established 1824.
Hongkong Branch established 1906.

Authorized Capital Guilders	150,000,000 (£12,500,000)
Paid-up Capital	80,000,000 (£6,666,67[illegible]
Reseve Fund	21,045,032 (£1,670,419)
Special Reserves	22,560,000 (£1,888,220)

Head Office:—AMSTERDAM.

Eastern Head Office:—BATAVIA

BRANCHES:—Bandjermasin, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKER:—National Provincial Bank, Ltd.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. J. STAARGAARD,
Acting Agent.

THE BANK OF CHINA.
中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital.....	$60,000,000.00
Paid-up Capital	18,278,600.00
Reserve Founds	3,622,425.24

Head Office:—Peking.

Hongkong Branch:—4, Queen's Road Central. Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Co. of New York.
New York Bankers:—The Irving National Bank. The Equitable Trust Co., New York.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking Business transacted.
Loans granted on Approved Securities.
Special facilities for Home Exchange.

TSUYEE PEI,
Manager.

Hongkong, September 8th, 1921. [33

Printed and Published by Bertram Augustus Hall, for the Hongkong Daily Press, Ltd., 14, at Chater Road, Victoria, Hongkong. London Office: 131, Fleet Street, E.C. 4.